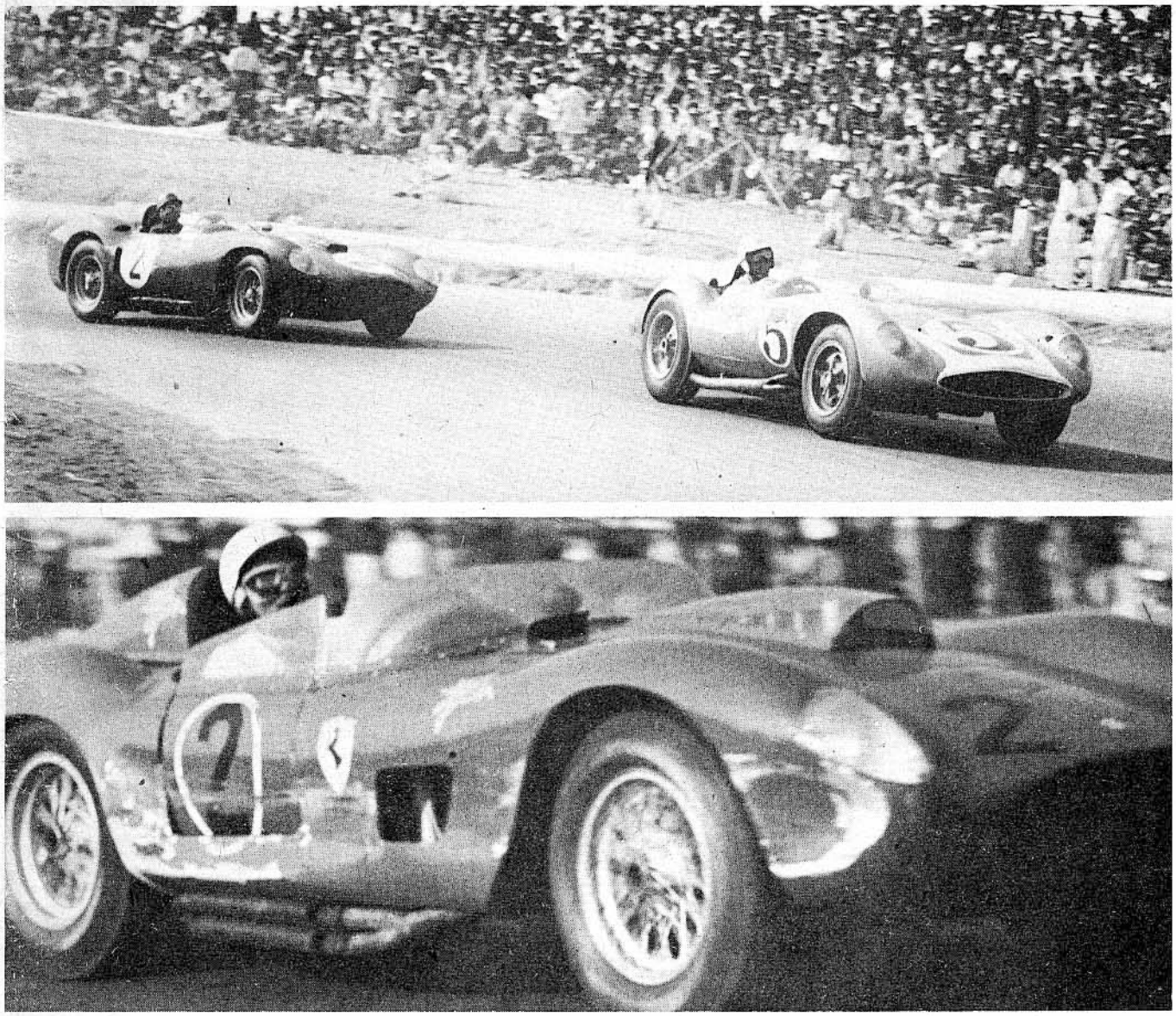
RIVERSIDE, LAGUNA SECA SPECIAL EDITION

MOTOR RACING

and
ECONOMY CAR NEWS

5th Year - No. 25 - Hollywood, Calif.
(Published bi-weekly except last issue of calendar year)

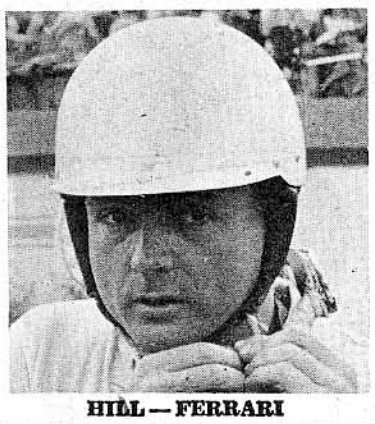
OCT. 14 - 21, 1960
25c



PAST WINNERS — It was Chuck Daigh (top) the 1st year (1958) in a Chev.-Scarab, and last year it was Phil Hill (bottom) in a 3-liter Ferrari. Who will it be Sunday, Oct. 16, in the 3rd annual LA Times-Mirror $20,000-plus, 200-mile sports car classic at Riverside Raceway? Both go again, plus such international aces as Brabham and Moss. Complete entry list on Page 5; other photos, stories and selections on inside pages. — (MOTORACING photos by Gus V. Vignolle and W. R. C. Shedenhelm)

TITANIC FIELD LOOMS FOR NOV. 20 US GP

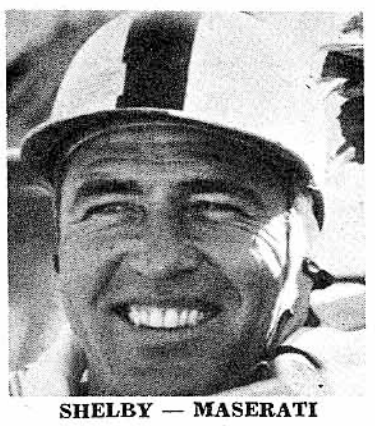
— See Page 3



HILL — FERRARI

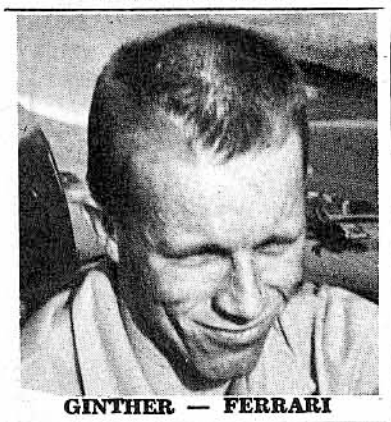
DAIGH — JAGUAR

GURNEY — LOTUS



SHELBY — MASERATI

SALVADORI — COOPER



GINTHER — FERRARI

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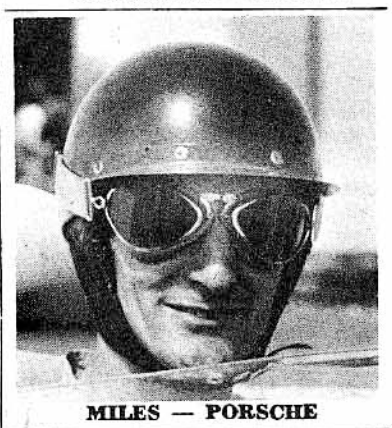
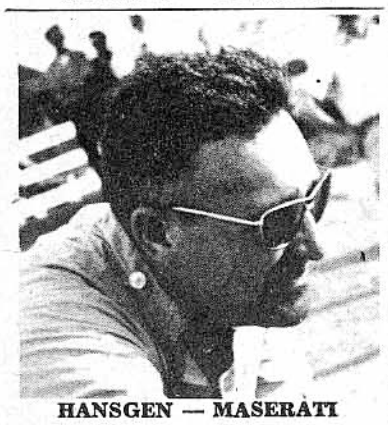


MILES — PORSCHE



HANSGEN — MASERATI

DRAKE — OLD YELLER II

Spectacular Field Goes in Riverside Sports Car Classic

BRABHAM — JAGUAR

Facts & Figures For Road Races

WHAT: Two-day sports car race meeting Oct. 15-16.
Saturday, Oct. 15 — So. Calif. Amateur Sports Car Races.
Sunday, Oct. 16 — 200-Mile Grand Prix for sports cars.

WHERE: Riverside Intl. Raceway, 5 miles east of Riverside at the junction of U.S. Highways 60 and 395.

SPONSOR and SANCTION: Grand Prix for sports cars is sponsored by the Los Angeles Times-Mirror Co. on behalf of Times and Mirror Charities Inc. All net proceeds go to charity. The race holds USAC sanction No. 60-RR-10 and is listed as an Int'l. event by FIA. Cooperating are the Calif. Sports Car Club and LA region of SCCA.

PRICES: Saturday — General admission only. Adults $2; children 12 and under and servicemen in uniform, 50 cents.
Sunday — General admission: Adults, $3; children 12 and under and servicemen in uniform, $1. All reserved seats $2 extra.

COMPLETE ENTRIES, RACING SCHEDULE AND SELECTIONS ON PAGE 5.

MOSS — LOTUS

World's Best Go at Riverside, No. Calif.

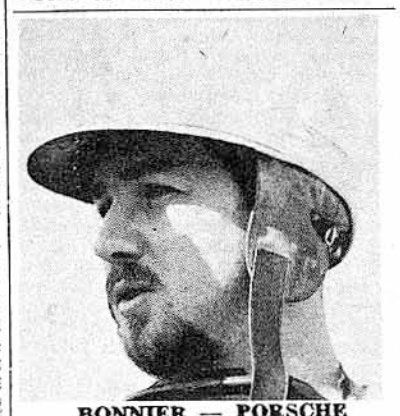
On this page are photos of the biggest names in the world of sports car racing who will be seen in action in the 200-mi. $20,000-plus Times-Mirror race at Riverside Sunday, Oct. 16. Amateur races will be held Oct. 15.

Most of this field goes to Laguna Seca, Monterey, Oct. 23. Big exception will be world champion Jack Brabham, who races at Riverside, but not at Laguna Seca.

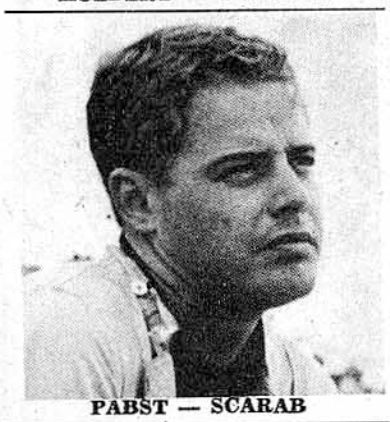
Gurney in Riverside Lap Record — 2:03

RIVERSIDE, Calif., Oct. 10 — Practicing for Sunday's Grand Prix sports car race, Dan Gurney broke the Riverside Raceway one-lap track record over the 3.275-mi. course here today.

Gurney, driving a Lotus Monte Carlo, zipped around in 2:03 to erase the former mark of 2:04.3 set by Chuck Daigh in 1958, who drove a Chevy-Scarab.

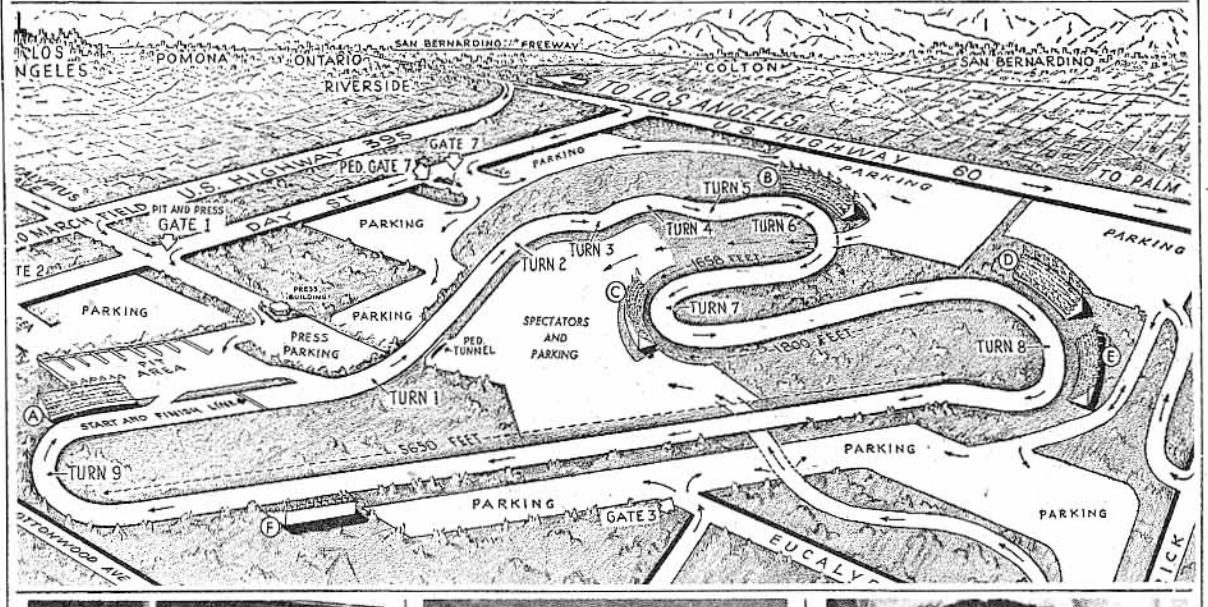


BONNIER — PORSCHE

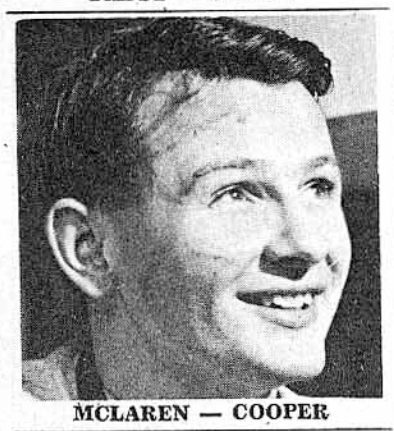


PABST — SCARAB

CONSTANTINE — LISTER-CORV.



JEFFORDS — MASERATI



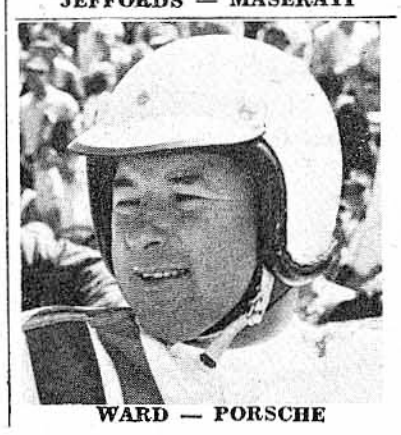
MCLAREN — COOPER

KRAUSE — MASERATI

CUNNINGHAM MASERATI

MORGENSEN FERRARI

PENSKE — PORSCHE



WARD — PORSCHE

EDITORIAL

How Much Goes to Charity?

For reasons which it believes valid, the LA Times has not announced the "take" for its past two successful charity road races held at Riverside International Raceway.

And chances are that a similar pattern will be followed for the 3rd annual Oct. 15-16.

The Times turns over the proceeds to its Boys Clubs, certainly a worthwhile charity. But what that amount is, is none of the general public's business.

The Times advertises the race as follows: "The Grand Prix for Sports Cars is sponsored by the Times-Mirror Co. All net proceeds go to charity."

MOTORACING has insisted for two years, and continues to insist again, that the public, buying tickets for a charity event, is entitled to know just what cut went to charity.

Exact crowd figures are quoted for other sports events, also gross and net figures on the "take," the cut to pugilists in big fights, players' share from the World Series pie, etc.

But not for a big charity road race.

As close as we can figure it out, two reasons for withholding this information from the public have been advanced: (1) If the promotion is unsuccessful, it will reflect adversely on the publication, and (2) if charity's cut is printed, then all kinds of youth and other charity groups will put the clout on the Times for some of the green to be directed to their charities; and there isn't enough to go around.

An official formerly connected with this event has said: "'The fan pays to see an event. He gets a good show for his money. It is value received. He doesn't have to know anything else."

We disagree with this stand, just as we disagree with the refusal of the paper to publish the figures. Were it not advertised as a charity event, then it would be different. Readers have written and called, asking what charity got from the race.

MOTORACING has published the figures for the past two races—exactly what accrued to charity. And it will publish them again for this race. The information is a matter of public record.

We hope the Times imparts these facts to its vast readership.

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

'BIRDCAGE' SECRETS

I can't resist replying to the implication in your personal column that we were indulging in a bit of fluff with our rear-of-the-pack starts in the last couple of go's.

You are not giving your correspondents a fair shake in suggesting they were taken in, when at least one of them actually viewed the pit proceedings with his own baby blues while you must have inhaled your info from some of the local bar-top mechanics.

Here is the straight poop—I swear it is true.

At Santa Barbara the clutch did **not** work. Anyone near our pits could have seen Bill Rudd disassemble it completely twice. He does not need the experience. With a gear engaged and the clutch pressed to the floor the car could not be moved. After Saturday's race I am quite sure that your own W. R. C. Shedenhelm was one of the fellows who pushed me away from the impound area in order to get it rolling fast enough to drop in gear, so that I wouldn't have to walk it back to the pits. The release levers, etc. were completely worn out and we did not get the new parts we expected before the race. This, coupled with new thick, metal clutch plates, simply wouldn't let it release.

As far as the shifting was concerned, please realize that the "Cage" has a very light, short travel, NON SYNCHRO GEARBOX and is not terribly difficult to shift without a clutch providing you are careful, I don't think I would have tried it with a synchro Ferrari box, for example, as without a clutch you can't even pull the things OUT of gear unless you unload the gears completely (neutral throttle).

The biggest strain was not in clutchless shifting, although it frequently did make it corner jerkily when shifting late going into a turn, but in realizing that the track was oily and that I could not spin out, leave the course, or get into any situation where I might have to restart from a stop. This, I could not have done. I had to drive somewhat conservatively.

I might add that one of the reasons we took this risk is because we received so much unjustified criticism on the Santa Maria deal that we felt obligated to make a "sporting gesture". All we could lose was the gearbox and a race. At Santa Maria, however, the car was all revved out less than halfway down the **inaccurately measured** straight, and the chuck-holes would have wrecked the chassis.

Now, for Cotati. Please give us credit for a little more imagination than to use the same gimmick twice in a row! The simple truth is that we put the car on the pole, I pushed the button and nothing happened. Due to the rough track the solenoid had come loose from the starter. The boys attempted to push start but the race starter ordered us to the rear of the pack. It's that simple.

Many people seem to feel that there is something "unusual" about this particular car, that perhaps chemistry plays a large part in its success. Let me assure you, Gus, that there **are** secrets to its performance and they are to be found at Bill Rudd's shop in Montebello. None of them, however, go into the gas tank.

Thank you very much for the publicity we have received lately, Gus. I always read and enjoy MOTORACING.

JIM CONNER
Phoenix, Arizona

RODRIGUEZ BOYS

Can you please tell me why in the heck the famous Rodriguez boys from Mexico City are not racing at Riverside Oct. 16? They certainly are head and shoulders above a lot of other drivers entered in this big race. It's been about 3 years since we saw Ricardo blow everybody off as a 15-year-old at Riverside. And this year he was really a sensation with Ferrari when he and Andre Pilette took 2nd last June in the 24-Hr. Le Mans classic.

Don't these race promoters ever use their noodle, There are enough Spanish-speaking people in So. Calif. to pack the place just to watch the Rodriguez boys in action.

EDMUNDO NAVARRETE
Gardena, Calif.

Editor's Note — By Western Union from Mexico City: SORRY INFORM YOU BOYS NOT RACING RIVERSIDE LAGUNA SECA AS GLENN DAVIS DECLINE PAY ROUNDTRIP TRANSPORTATION TWO CARS NEW YORK LOS ANGELES WHICH ADDED TO OTHER EXPENSES WOULD IMPLY A DISBURSEMENT OF ABOUT TWO THOUSAND DOLLARS FROM MY PRIVATE PURSE STOP FUTURE RACING PLANS BRAZIL AND BAHAMAS WRITING — PEDRO N. RODRIGUEZ.

EAGER ADVERTISER

Sold the car thanks to your ad! For 3 years have been running dingy wrecks of once-great sporty cars, hoping to be "discovered.' Have reason to believe am as good as many of great hero type drivers (will improve with experience). Sincerely want to make the European scene some day. Experience varied as to cars and tracks in midwest and east. . . . Could you help, Hope so.

READY DAVIS (real name)
Concord, Calif.

Editor's Note — Mr. Davis advertised his Porsche for sale in 2 issues of MOTORACING. As we keep telling you, MOTORACING display and classified ads bring results. Readers seeking a pilot can reach Ready Davis at 841 Oak Grove Rd., Concord, Calif.

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ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

In search of some reliable figures of foreign car registrations, we called Sam Weill at Competition Motors who let us look at his Reuben H. Donnelley Corp. and Polk reports.

Sam fairly purred as he pointed out that the Donnelley figures show that with sales of 2122 VWs in August in California, the people's car ranked 6th in all makes — Detroit elephants, compacts and imports.

It was topped only in California, traditionally the mecca for foreign car sales, by Chevrolet, way out in front with 10,777; Ford, 9489; Rambler, 3590; Dodge, 2569; Pontiac, 2386.

VW was followed by Valiant, 2115; Comet, 1554; Plymouth, 1465 and Renault, way down at 643. In commercial vehicles, the VW trucks (some may be registered as passenger vehicles) also held 6th ranking spot in Californa for August with 209 registrations. Chevy is way ahead with 2960 (no Greenbriers yet), followed by Ford, GMC, International and Dodge.

"There's always discrepancies between the reporting services," Sam explained, and he is naturally unhappy when one service reports fewer VWs reported registered in a particular month. Polk's natonal figures for August, however, show VW leading the import pack with total new registrations of 12,022. It's total for the year of 101,567 is 25 per cent above the 1959 total of 74,472.

The Polk reports show that as of the end of August, the imports controlled 7.96 per cent of the market compared to 9.67 per cent a year ago, a drop of about 2 per cent.

VW is not the only import to show a gain this year. Austin, Saab, Datsun, Panhard, Peugeot, Singer, Skoda and Sunbeam are all up, some very substantially.

Total foreign registrations, according to Polk, through August are 356,827 compared to 404,951 a year ago. Total industry sales are 4,483,104 compared to 4,187,899 in 1959, and that's a lot of cars.

Polk, through August, totals new registrations of the compacts (Rambler American, Rambler 6, all AMC, Corvair, Falcon, Lark, Valiant and Comet) at 1,017,772 compared to 312,278 a year ago, or 22.70 per cent of the industry compared to 7.46 per cent in pre-mass compact year 1959.

Below are some comparative figures on national registrations of imports:

Make	Aug.'60	Tot.'60	Aug.'59	Tot.'59
Austin	487	3466	431	2719
Borgward	385	3455	668	5208
Datsun	107	810	134	693
DKW	230	1606	183	1646
Fiat	1889	16,018	3822	26,178
Ford, Eng.	1836	19,344	3608	29,707
Goliath Hansa	97	921	286	2522
Hillman	1053	8917	2717	20,137
Lloyd	261	1303	233	1437
Maico	1	20	2	67
Metro	1040	8932	1456	9392
Morris	998	8161	1466	9806
NSU Prinz	176	1682	342	2014
Opel	2239	20,236	3712	26,781
Panhard	93	442	42	290
Peugeot	1105	9501	1110	7916
Renault	5016	49,896	9011	56,188
Riley	11	89	44	418
Saab	334	3184	385	2979
Simca	2033	11,850	3577	25,725
Singer	127	870	175	624
Skoda	113	724	61	406
Sunbeam	491	3713	166	1358
Taunus	357	2802	602	4894
Toyopet	45	566	61	750
Vauxhall	977	8827	2247	15,670
VW	12,022	101,567	9520	74,472
Volvo	1347	9417	1551	12,751
Wartburg	27	188	61	237
Total	34,897	298,507	47,673	342,985

Although 1756 VWs, 1961 vintage, have been recently unloaded from Norwegian ships in LA harbor, Sam says not too much is being made of their availability. He claims not to

(Continued on Page 3)

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• Vignettes

BY GUS V. VIGNOLLE
'PROGRESS CATCHES UP WITH CUBIC INCHES!'

"PROGRESS HAS FINALLY caught up with cubic inches."

It was **Allen Guiberson**, LA oilman, veteran race observer, USAC road racing division official and intimate of **Fangio**, on the telephone.

And Al could not have put it better.

He had just gotten a call from Indianapolis that **Jack Brabham**, the Australian world road racing champion, turned 143.7mph in his 2.5-liter Cooper Climax during his 1st test at the famed Indy oval.

Racing officials were astounded he mastered the course so quickly. And Brabham went out the next day and hit 144.8. He had 3 consecutive laps in the 144 bracket.

Al was quick to point out this was the biggest and most revolutionary achievement in auto racing since the end of the war. This simply bore out his contention that the famed Meyer-Drake engine has had it.

Here you had a relatively inexpensive Formula 1 Cooper of about $15,000 hurtling around about 5 miles under the Indianapolis lap record (Hurtibise, 149.056 for 4 laps) . . . running on gasoline as compared to

ALLEN GUIBERSON

DONALD CAMPBELL

the expensive $30-40,000 Indy machines blasting on fuel, special tires and what-not.

Compare the fantastic performance of this little 2.5-liter rear-engined Cooper Climax with 4-wheel independent suspension, which turns to the right and left, against the brutish Meyer-Drakes of almost 4500cc displacement.

Guiberson has followed the development of the Indy-type engine since the days of the Miller Marine mill of at least 30 years ago. Since the war he has followed the international formula specifications and he has argued that the expense of the Indy engines, with 2 to 4 valves per cylinder, was far too prohibitive for the average Jose Blow. He has maintained there should have been a 3-liter limitation on engines.

Fantastic Performance by Cooper at Indy

So the Cooper, in its 1st test at 6200rpm, hit 143.7. The machine has approximately 240bhp at maximum 6750rpm. Can you imagine this iron, with a 5-speed and reverse Cooper gearbox, a 91-inch wheelbase and no specials of any kind tussling with those Indianapolis monsters?

Yes, Guiberson feels the day is at hand. And what pleases him mostly is that at long last the door is open to people who heretofore could not afford to race at Indianapolis.

"Brabham definitely proved something," Al said. "With this type of engine available at reasonable prices, now you will see an open field for guys who may race their cars at Riverside, Watkins Glen and other road courses in America. Why Brabham's feat would have qualified him for this year's 500. And I have a strong hunch this means the advent of such cars as Coopers, Lotuses, Maseratis, Ferraris, BMRs and Scarabs at Indianapolis. It should be interesting, to say the least, from here on in."

Never had we seen Guiberson so ebullient — not even as we stood by him some years ago on a road skirting the harbor at Acapulco as his driver, **Paul O'Shea**, bolted across the finish line of a Mexican rally at 150mph in Al's Mercedes-Benz 300SL.

Al couldn't have worded and summed this up better than he did—"Progress as finally caught up with cubic inches."

This Cooper we've been telling you about, of course, is the fantastic machine that the good peasants will have the opportunity of seeing in the capable hands of the phenomenal Jack Brabham and his teammate and runner-up for the world's driving championship, young **Bruce McLaren** of New Zealand.

This will be on Nov. 20 at Riverside in the US Grand Prix for Formula 1 cars. It's a 1st for this part of the country, and here's a tip—mark that date on on your calendar. Sunday, Nov. 20.

• • •

Campbell Covered Ground in a Hurry

Who are we to criticize **Donald Campbell**, the British speed demon, but some of the Bonneville experts, who felt quite certain he had everything in his favor to set a new world's land speed record in the $4½ million (alleged) Bluebird, have not, unfortunately, been favorable to the Briton's effort.

The Salt Savants said he made 5 runs at steady throttle settings; on the 6th, instead of following this pattern, which is what was expected, Campbell punched it.

They said he accelerated to about 325-350mph in ONLY 1.7 miles (Campbell later said in LA he was on 90% of full power and instruments, accelerating to 365mph in ONLY 1.6 miles.

And with that he broke loose all over the salt flats. Campbell said pressure of winds veered his car to the left. The left wheels spun when they hit a marker line of freshly-laid crude oil. With traction on the right wheels, the Bluebird went into a violent spin, according to the Briton.

Veteran observers have criticized Campbell for stuffing his foot into it before he actually knew what he was doing.

As in the case of the **Athol Graham** fatal crash on the flats recently, the wire service reporting was inaccurate. In Graham's case, they said the car lost a wheel (which it didn't). Campbell, they said, flipped 3 times. In LA Campbell didn't say how many times he overturned.

It still seems to be rather uncertain, but the car's designer, who was as close to the picture as anyone, said he was "practically certain" the car flipped at least once. In came down on its wheels. Since the Bluebird had no roll bar or any other protective measure, it is just about certain

(Continued on Page 6)

U. S. Grand Prix at Riverside Lures Top Formula 1 Pilots

By GUS V. VIGNOLLE
Editor of MOTORACING

After the big Riverside and Laguna Seca sports car races, the eyes of the road racing world will turn to the 2nd Grand Prix of the United States — a 250-mile classic for Formula 1 Grand Prix machines — at Riverside International Raceway on Sunday, Nov. 20.

This one will be a real smasher and, in F1 cars, the public will see racing cars that move . . . cars that make sports cars look slow by comparison. This marks the 1st West Coast appearance of such vaunted machinery.

The race counts for world championship driving points, although the title already has been decided in favor of the Australian phenom, the quiet Jack Brabham, who also won the honors last year.

America revived F1 racing last winter at Sebring, Fla., and the winner was young Bruce McLaren of New Zealand, who won when Brabham's leading Cooper ran out of gas.

McLaren finished second in the 1960 world standings.

Both Brabham and McLaren will be driving the sensational Cooper-Climaxes at Riverside Nov. 20. A 3rd one will be driven by another famed Grand Prix pilot, Ron Flockhart.

Roy Salvadori of England pilots Tommy Atkins' privately - owned Cooper, a car which this year ran under the paternal wing of the Cooper Factory Racing Team.

Raymond Mays of Britain's BRM factory team has cabled that he will field a team of 3 cars. BRM missed the US Grand Prix at Sebring. Driving the cars will be Sweden's Joakim Bonnier, England's Graham Hill and our own Dan Gurney, of Riverside, who raced for BRM this year after breaking in under the big top for Ferrari during the 1959 European campaign.

The great Stirling Moss of England is due to drive the Lotus-Climax factory car in which he won last week's Formula Libre race at Watkins Glen, N.Y.

And confirmation has just been received that Rodger Ward, 1959 Indy winner, will pilot a Yeoman Credit Cooper. In road racing, Ward has been steering a Porsche. Other Yeoman Credit Team Coopers are due to be handled by Tony Brooks of England, Olivier Gendebien of Belgium, and Henry Taylor of England.

Other top names include France's Maurice Trintignant, England's John Surtees, America's Masten Gregory, and, possibly, Jim Rathmann, who won the 500 at Indy this year.

The F1 drivers will be going for a share of well over $20,000 in lap and prize money. The race will be 75 laps over the 3.275-mile, 9-turn course.

On Saturday, Nov. 19, the Formula Juniors go for a 15-lap chase after a $2500 purse. Additionally, there will be a 15-lapper for compact cars, the over-1600cc cars on Saturday, and the under-1600cc machines on Sunday, prior to the Formula 1 race.

The sponsoring agency is the Automobile Racng Club of Calif., formed specifically for this race. It is headed by Alec Ulmann, who is now in Europe lining up the world's top road racing talent. At this writing it is not known if Ferrari will send a team. On the Italian team are such well-known locals as Phil Hill, Santa Monica, and Richie Ginther, Granada Hills, Calif.

ECONOMY CAR NEWS

(Continued from Page 2)

be bothered by overstocked warehouses of previous models said to be worrying some foreign distributors as well as American car dealers. "Thirteen dealers," he claims, "in the Metropolitan area alone have back orders for 545 and customer deposits of $35000 against purchase of same. (Competition Motors is distributor for 49 VW dealers in California, Nevada, Arizona and New Mexico.)

Sorry. This is all we have space for this issue. We've been crowded out by ads.

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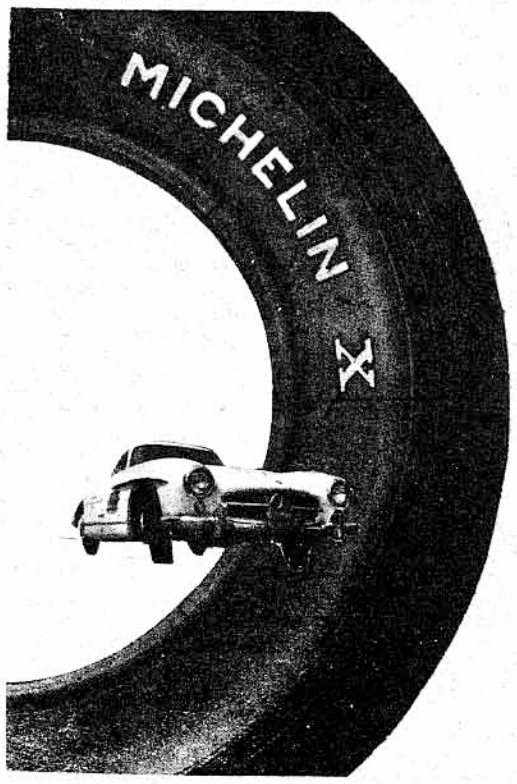

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ULTRA EXCLUSIVE — With more millionaires on their roster than any automotive club in the world, the Turismos Visitadores are shown here at start of one of their recent runs just out of Bishop, Calif. From left: the Ferrari of Jay Beesemyer, Bud Caward's Porsche 1600 Super, Temple Buell's Maserati, Bill Doheny's 4.9 Ferrari and George Dyer's Mercedes-Benz 300SL.

Turismos Visitadores—Ultra Exclusive

For years, one of the most famous horse riding groups in the world has been the Rancheros Visitadores, wealthy socialite sportsmen who annually mount their steeds and gallop some 60 miles from Santa Barbara to Los Angeles.

They bivouac under the stars and, a la belle etoile, barbecue their steaks, pluck their guitars and join in hilarious song.

So if there's an exclusive riding club, why not a select and upper-crust automotive club . . . and, more specifically, made up of owners of expensive foreign machinery?

One day in September of 1958, oil tycoons Bill Doheny and Jay Beesemyer, and Truman Vencill had lunch at Romanoff's in Beverly Hills (where else?). It was then and there that the Turismos Visitadores club was formed.

They decided that something should be done to enable owners of fast cars a way to fully enjoy their automobiles. An annual tour, or run, was decided upon.

In order to avoid conflict with legal speed limits, it was agreed to visit various towns in Nevada (usually Reno). Courses generally range from 100 to 300 miles over lightly-travelled highways.

The run is usually started with a dinner. Guests are mainly members of the Calif. Highway Patrol and the Nevada HP. The Turismos Visitadores (not exacty kosher, grammatically, in Spanish) attempt to work closely with officers of both states, realizing that to survive they must have the help and cooperation of the Highway Patrol.

Last week they sped to Reno, with guests including Inspector Russell Fuson and Cpt. George Reinjohn of the CHP, and Commissioner of Motor Vehicles for Nevada Lou Spitz.

There are about 35 dues-paying members from Calif., Nevada, Texas and Europe. Members are required to have a car capable of cruising over 100mph, with a body of aluminum or steel (does that eliminate Corvettes?), and otherwise conforming to FIA rules pertaining to sports cars.

There are no officers, only a secretary who sends out notices of runs, etc. That post is held by suave, personable Truman Vencill.

Membership, by the way, is invitational. On a recent run, a guest was Griff Borgeson, the well-known automotive writer, and last week it was Carroll Shelby, the noted sports car driver who recently moved to So. Calif. from Texas.

Just take a gander at the names of some of these titans of business and industry who comprise the Turismos Visitadores:

Tony Anthony, Jay Beesemyer, Alfred Bloomingdale, John Braun, Temple Buell, Harold (Bud) Caward, Charles P. Cotton, Robert A. Day, Willy Daetwyler, William J. Dick, Jr., E. L. (Larry) Doheny, William H. Doheny, George Dyer, Sterling Edwards, Robert Estes, Robert Gould, Robert Gray, Allen Guiberson, Dr. Cameron Hall, James Hall, Sam Hanks, Hastings Harcourt, Willis Hunt, Frederick Knoop, William Leyden, Hank J. Lunney, Roy G. Lewis, Robert Miller, Reese Milner, Paul Penrose, R. E. Petersen, Robert Salisbury, Kenneth Simpson, Jr., Charles F. Urschel, Jr., Truman Vencill, John von Neumann and George N. Warner.

Now please excuse me while I go out and ship some arms to Castro, and make a couple of million so I can be invited to join up!—**GUS V. VIGNOLLE.**

Moss Triumphs; Averages 105.8

Special to MOTORACING

WATKINS GLEN, N.Y., Oct. 9—Britain's Stirling Moss stopped off here today on his way to race at Riverside, Calif., and Laguna Seca. He hopped in Rob Walker's Formula 1 Lotus and won the Glen's International Formula Libre Grand Prix at an average speed of 105.8mph for the 230-mile distance.

Moss led from the 47th lap in the car he raced during the past European GP campaign. The race went 100 laps.

Second, 7 seconds behind, was Jack Brabham, 1960 world's champion driver, also headed west for the Riverside race Sunday. He drove a Cooper-Climax F1.

Roy Salvadori, Cooper Monaco sports car, was 3rd. He was 8 laps behind the 2 leaders. Joakim Bonnier, Cooper F1, was 4th after taking his car into the pits on the 90th lap with a broken gear box. Standings are based on the number of laps completed.

Fifth was Francis Bradley, Porsche RS60.

Brabham took the lead at the start but lost it on lap 7 when a Porsche, badly-driven, got in the way of the leaders on a 120-degree turn.

The Swedish Bonnier and Olivier Gendebien of Belgium, also in a Yeoman Credit Cooper, were among the leaders for more than half the race. The latter went out on the 70h lap with a broken gear box.

The race was a genuine thriller up to the 2/3 point, with never more than 5 seconds separating Brabham, Moss, Bonnier and Gendebien. At times, all 4 cars passed the same point less than 2 seconds apart.

Far behind, several Porsche Spyders, an old Connaught and 2 Lotus sports cars were lapped by the 4th lap.

Bonnier was the leader from lap 7 to 75. Brabham then regained the lead and held it until Moss passed him just before the halfway mark.

Both Moss and Brabham broke the 103mph track record set by Bonnier in 1958. Moss' 105.8 average was faster than the best single lap time logged 2 years ago. His fastest laps today were the 52nd and 59th, when he hit 109mph. It was his 2nd Formula Libre victory here. He also won the 1959 race.

First to break the lap record was Brabham on the 3rd tour — 105.3-mph. All but 4 of the 17 cars finished the race.

Other finishers:

6. Stutz Plaisted, Cooper Formula II; 7. Paul O'Shea, D Jaguar; 8. James Muzzin, Porsche RS; 9. Peter Murdoch, Connaught; 10. Harry Entwistle, Lotus Mark XV; 11. Vic Meinhart, Porsche; 12. Herb Swan, Porsche Spyder; 13. Peter B. Ryan, Sadler F. Libre.

Laguna Seca Race Purse Announced

MONTEREY, Calif., Oct. 12—The prize money for the San Francisco Examiner's pro sports car races at Laguna Seca Oct. 22-23 was announced today. The purse for each of the two 100-mile heats is:

Over 2000cc		Under 2000cc
$2000	1st	$1500
$1000	2nd	$ 750
$ 500	3rd	$ 450
$ 300	4th	$ 250
$ 200	5th	$ 100

In addition to the above prizes, there will be $50 for each car starting the 1st heat, but not in the money for that heat, and $50 for each car added from the non-qualifiers to compete in the 2nd heat, provided they do not win prize money.

The Formula Jr. purse is $800 for 1st, $500 for 2nd and $200 or 3rd.

SAFE AGE

"The inquisitive youngster of 4 may be a little young to be told the facts of life, but 8 is a safe age." — Dr. Wilfrid Wagland, official lectures, Hampshire (England) Educational Committee.

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AT
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Hauser Tabs Trial Times At Riverside

One of the closest observers of the national and international road racing scene is Eric Hauser, who maintains MOTORACING's Pacific Coast Drivers' Standings and who is a top pilot in his own right.

MOTORACING asked him to handicap the field for the big L. A. Times-Mirror sports car race Oct. 16 at Riverside. He prefers to tab the qualifying times, explaining such times are generally not influenced by mechanical difficulties.

Here is how Hauser sizes up the over-and-under 2000cc fields:

OVER 2000CC

1.	Moss	2:04.8
2.	Gurney	2:04.9
3.	Salvadori	2:05.7
4.	Krause	2:06
5.	Shelby	2:06.4
6.	Hansgen	2:06.6
7.	Connor	2:07
8.	Drake	2:07.2
9.	Hill	2:08
10.	Ginther	2:08.5
11.	Hall	2:08.8
12.	Jeffords	2:09
13.	Thompson	2:09.2
14.	Pabst	2:09.4
15.	Stevenson	2:09.6
16.	Connell	2:09.8
17.	Daigh	2:10
18.	Sharp	2:10
19.	Settember	2:10
20.	Constantine	2:10.5
21.	Florence	2:10.5
22.	Constantine	2:10.5
23.	Lovely	2:11
24.	Bondurant	2:11.5
25.	Brabham	2:12
26.	Morgenson	2:12.4
27.	Hulette	2:12.5

UNDER 2000CC

1.	Miles	2:12.5
2.	Bonnier	2:12.6
3.	Penske	2:12.7
4.	McAfee	2:13
5.	Holbert	2:13.2
6.	Chamberlain	2:13.7
7.	Piggott	2:14
8.	Ryan	2:14.2
9.	Patrick	2:14.6
10.	Donner	2:14.8
11.	Herrick	2:14.9
12.	Ward	2:15
13.	Parsons	2:15.2
14.	Cunningham	2:16

COMPLETE RIVERSIDE ROAD RACE ENTRIES

Car No.	Make	Displ.	Driver	Hometown	Entrant
00.	Corvette	4640	Dave McDonald,	La Habra, Calif.'	Don Steves Chevrolet
1.	Lotus, Monte Carlo	2496	Stirling Moss,	London, Eng.	British Racing Partnership, Ltd.
2.	Ferrari, T.R.	2953	Phil Hill,	Santa Monica. Calif.	Eleanor von Neumann
3.	Maserati, Birdcage	2800	Jim Jeffords,	Milwaukee,	J. Frank Harrison
4.	Ferrari, T.R.	2995	Jack Graham,	San Jose, Calif..	Jack Graham Plumbing
5.	Porsche, RSK	1600	Joakim Bonnier,	Stockholm, Sweden,	Porsche of America Corp.
6.	Porsche, RS-60	1600	Roger Penske,	Villanova, Pa.,	John M. Wyatt
7.	Lotus, Le Mans	1098	Art Snyder,	Gardena, Calif.,	Art Snyder
8.	Lola, Climax	1098	Ron Hathaway,	San Jose. Calif.,	Ron Hathaway
10.	Jaguar, "D"	2496	R. Salvadori	Tolworth, Surrey, Eng.,	Ecurie Ecosse, Edinburgh Ccot.
11.	Cooper, Monaco	3780	Chuck Daigh,	Long Beach, Calif.,	Ecurie Ecosse, Edinburgh, Scot.
12.	Maserati, Birdcage	2899	Loyal Katskee,	Omaha	Loyal Katskee
14.	Porsche, RS-60	1587	Bob Holbert,	Warrington, Pa.,	Bernie Vihl
15.	Scarab MK1 Meister Brauser I Chevrolet	5700	Augie Pabst,	Milwaukee.	Peter Hand Brewer
16.	Ferrari, V12 SOHC	2800	Roger Bloxham,	Long Beach, Calif.,	Roger Bloxham
17.	Porsche, Spyder	1585	Bob Donner	Colorado Springs, Colo.	Rennod Race Cars Inc.
18.	Ferrari, M.M.	2999	Don Horvath,	Riverside, Calif.	Josephine Horvath
20.	Lotus, MG	1598	Bob Challman,	Hermosa Beach, Calif.,	Bob Challman
21.	Maserati, Birdcage	2800	Alan Connell,	Fort Worth,	Alan Connell
22.	Ferrari, 4.1	4100	Lew Florence,	Seattle,	Chelon Cafe
25.	Chevrolet Special	4242	Jim Chaffee,	Mt. Baldy, Calif.,	Jim Chaffee
26.	Jaguar "D"	3442	John Lumkin,	Redondo Beach, Calif.,	South Bay Imported Cars
27.	Jaguar "D" Corvette	5200	Tony Settember,	Ontario, Calif.,	Tony Settember
32.	Lotus, Le Mans MK XI	1098	Kurt Neumann,	Beverly Hills,	Kurt Neumann
33.	Ferrari, Chevrolet	4900	James F. Place,	Waukegan, Ill.	Place Motor Supply
38.	Porsche, Special	1598	Scooter Patrick,	Manhattan Beach, Calif.	P.A.M. Foreign Car Service
40.	Aston Martin, Corv.	5400	Clem Proctor,	Compton, Calif.	Clem Proctor
41.	Maserati	4500	Chuck Kessinger,	Glendale, Calif.,	Rey Martinez
43.	Cooper, Porsche	1498	Alfred Whatley,	Alamo, Calif.	Alfred Whatley
46.	Ferrari, T.R.	2953	Dick Morgensen,	Phoenix,	Morgensen Motors
49.	Lister, Corvette	2500	George Constantine,	Southbridge, Mass.,	Kelso Auto Dynamics
50.	Porsche, RS-60	1586	Ken Miles,	Hollywood,	Precision Motor Cars
52.	Lotus, MK XV	2000	Jay Chamberlain,	North Hollywood, Calif.,	Team Lotus Engineering
53.	Maserati, Birdcage	2900	Bill Krause,	Long Beach,	Maserati Rep. of Calif.
55.	Porsche, 550 RS	1597	Rodger Ward,	Indianapolis,	Leader Card Sportscars
60.	Jaguar, E-Type	3780	Jack Brabham,	London, Eng.	Jaguar of New York Dist. Inc.
61.	Maserati	1989	Briggs Cunningham,	Green Farms, Conn.,	The Momo Corp.
62.	Maserati, Birdcage	2890	Walt Hansgen,	Westfield, N. J.	The Momo Corp.
64.	Ferrari	4023	Pete Lovely,	Seattle,	Fred Knoop
66.	Fairchild	745	Dr. Wm. Molle,	Playa Del Rey, Calif.	Dr. Wm. Molle
69.	Ferrari, Maserati	4500	Bob Bondurant,	South Pasadena, Calif.,	Frank Arciero
70.	Old Yaller No. 2	5500	Bob Drake,	Los Angeles,	Max Balchowsky
71.	Lincoln Special	5700	Eric Hauser,	Hollywood,	Larkin-Hauser Racing Team
77.	Maserati, Birdcage	2890	Jim Hall,	Dallas,	Carroll Shelby Sports Cars
78.	O.S.C.A., Le Mans	1498	Bill Leyden,	Beverly Hills,	Bill Leyden
79.	Lotus, Le Mans	1598	Max Gordon,	San Diego,	Mora Dyne Co.
83.	Porsche, RS 60	1587	Peter B. Ryan,	Toronto, Canada	Volkswagen Garage Ltd.
86.	Ferrari, T.R.	2990	Chuck Towers,	Hermosa Beach, Calif.	Frank J. Davis
88.	Porsche	1587	Jack McAfee,	Hollywood,	Competiton Motors Inc.
93.	MG Special	1250	Floyd Burt,	Inglewood, Calif.	Floyd Burt
96.	Lotus, MK XIX	2500	Dan Gurney,	Riverside, Calif.	Frank Arciero
97.	L & S Special	4640	Lewis Rich,	Riverside, Calif.	Jesse Tidwell
98.	Maserati, Birdcage	2883	Carroll Shelby,	La Mirada, Calif.	Frank Harrison
99.	Miller Crankshaft Special Corvette	5300	Jerry McGee,	Norwalk, Calif.	Jerry McGee
102.	Ferrari, T.R.	2996	Jack Nethercutt,	Los Angeles.	Jack Nethercutt
110.	Lotus, Ferrari	1993	Charles Parsons,	Monterey, Calif.,	Marty's Used Cars
111.	Sting Ray Chev.	4640	Dr. R. K. Thompson Jr.,	Washington, D.C.,	Wm. Mitchell
112.	Ferrari, T.R.	1985	Dr. Frank Becker,	Seattle,	Fred R. Armbruster Racing Enterprises
116.	Huffaker Chev. Spec.	4690	Bob Herda,	Portola Valley, Calif.	Bob Herda
118.	Aston Martin Special	4640	Jack Matthes,	Garden Grove, Calif.	Bill Wright
121.	Liste Corvette	4900	Pete Harrison,	Atlanta,	Arthur Harrison
125.	Maserati	1997	Fred Armbruster,	Seattle,	Fred Armbruster Racing Enterprises
126.	Lotus, Climax	1963	Pat Pigott,	Bellingham, Wash.	Evergreen Motor Co.
146.	Lister, Jaguar	3800	Chas. Ridenour,	San Francisco,	Chas. Ridenour
162.	Porsche, RSK	1600	Steve Herrick,	Los Angeles.	Timothy O'Reilly
166.	Maserati	4500	Jim Hall,	Dallas.	Carroll Shelby Sports Cars
172.	Kurtis-Pont. Spec.	6000	Roger Beck,	Pomona, Calif.	Mickey Thompson
177.	Ferrari	4900	Ron O'Dell,	La Mirada, Calif.	Ron O'Dell
178.	Ferrari, T.R.	2953	Jerry Grant,	Kent, Wash.	Dick Hahn
181.	Mercedes, Corv.	4640	Chuck Stevenson,	Garden Grove, Calif.	R. B. Becker
197.	Ferrari, Monza	2999	Mike Roetnor,	Woodland Hills, Calif.	Roscoe Wilson
198.	Twareg, Chrysler	5400	Andre Gessner,	Seal Beach, Calif.	Andre Gesssner
204.	Lister Corvette	5100	Don Hulette,	Van Nuys, Calif.	Fike Plumbing Co.
211.	Ferrari, T.R.	2953	Richie Ginther,	Granada Hills, Calif.	Ferrari Rep. of Calf.
220.	Kurtis, Corvette	4999	John Masterson,	Ventura, Calif.	Masterson Motors
222.	Corvette	1460	Jim Coffin,	Long Beach, Calif.	Jim Coffin
252.	Cooper Climax	4640	Vince Mayell,	Pasadena.	Bob Sorensen Chevrolet
288.	Super Sports Spec.	1997	Ted Roberts,	Hollywood,	General Music Corp.
311.	Miller Hanson Spec.	8000	Art Miller,	Whittier, Calif.	George Hanson
302.	Ferrari	4500	Guillermo Frascino,	La Jolla, Calif.	R. F. Devereux
334.	Allard J2X Corvette	4830	Dr. Ken Hays,	Seal Beach, Calif.	Dr. Ken Hays
711.	Maserati 300S	2991	Bill Dixon,	Canoga Pk., Calif.	Bill Dixon
34.	Porsche, RSK	1582	John L. Haas,	Lake Forest, Ill.	Finlay Enterprises Inc.
48.	Maserati, Birdcage	2890	Jim Connor,	Phoenix.	Stan Sugarman
170.	Old Yeller III	6800	Max Balchowsky,	Los Angeles.	Max Balchowsky
171.	Maserati	3800	Chas. Kolb,	Corpus Christi, Tex.,	T. H. Benford

Third Annual G. P. For Sports Cars

Riverside Int'l. Raceway
October 15-16
Saturday, October 15

So. Calif. Amateur Sports Car Races
Gates open at 6 a.m.
Practice, 9 a.m.
Races start at 11 a.m.

Race 1 — F, H, I Prod., Women's race included, 15 laps.
Race 2 — D, E Prod., 15 laps.
Race 3 — F, G, H Modified, Formula Jr., and Formula II, 15 laps.
Race 4 — E, B Modified; B, C Prod., 20 laps. (Cars finishing 1-2-3 overall in races 1-2-3 eligible for Race 4)
3:30 p.m. — Qualifying for 200-Mile Grand Prix, continues until dusk.

• • •

Sunday, October 16

9 a.m. — 12 noon, Qualifying for Grand Prix.
12:30 p.m., Consolation Race, 10 laps.
2:00 p.m., Grand Prix for Sports Cars, 200 Miles (62 laps).

PURSE BREAKDOWN
Purse $20,000
Grand Prix $4000

Over 2000cc		Under 2000cc	
1st	$2500	1st	$2000
2nd	$2000	2nd	$1500
3rd	$1500	3rd	$1000
4th	$1000	4th	$ 700
5th	$ 700	5th	$ 500
6th	$ 500	6th	$ 300

First place overall receives the Grand Prix regardless of class. $100 each to all drivers finishing 31 laps.

Under 2000cc cars will have at least 10 positions on the starting grid.

• • •

Accessory Prize Money $5950

$1500 by Firestone Tire & Rubber Co., and $1500 by Goodyear Tire & Rubber Co., distributed as follows: 1st, $750; 2nd, $500; 3rd, $250 (provided the car is using company tires).

$1000 by Auto-Lite Spark Plugs, as follows:

Over 2000cc		Under 2000cc	
1st	$150	1st	$150
2nd	$125	2nd	$125
3rd	$100	3rd	$100
4th	$ 75	4th	$ 75
5th	$ 50	5th	$ 50

(Provided the car is using company products)

Lap Prize money, $1550; $25 per lap for leader.

Qualifying prize money, $400 by Dean Van Lines: $200 — Fastest qualifier over 2000cc; $200 — Fastest qualifier under 2000cc.

ENGLEBERT SETS RACING RECORD

PASADENA, Calif., Oct. 13—The Belgium American Corp., US distributors for Englebert tires, stated today that Engleberts have been fitted on 14 on the top cars entered in Sunday's Times-Mirror race, including those of Hill, Ginther, Gurney, Morgensen, Lovely and Chamberlain. In last year's event, Engleberts set a record of being on the car which was 1st overall, set the fastest qualifying lap, set the fastest race lap, and on the 2 cars which led every single lap.

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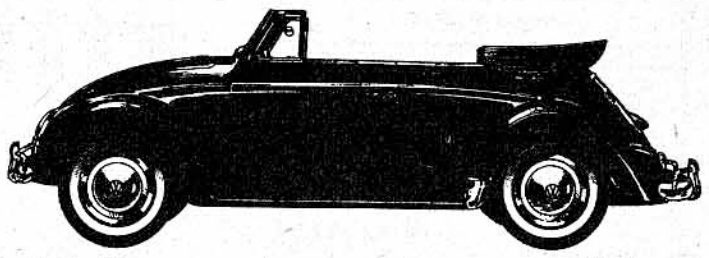
TO BETTER SERVE YOU!
*Hollywood Boulevard at the Freeway.



Volkswagen Convertible
(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it *overlaps* the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

41 Dealers in Southern California
AUTHORIZED DEALER

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

IN PREPARING THE BIRDCAGE SPRITE for the all-out strain of high-speed competition, we decided to switch the front and rear wheels, being as we don't have a good spare and the front tires were getting a bit rounded on the outer edges. So, at the slalom we pulled our usual idiot stunt of running faster on the 1st run than on the better planned 2nd run.

We thought the handling was a little odd, but it wasn't until 2 days later that we remembered that when we switched the wheels we forgot to adjust the tire pressures.

The Birdcage does look pretty racy these days, though. There are dents in the rear deck and the wheels look like something off a Spyder. This cunning effect is achieved by leaving the hub caps at home.

Political Notes

When questioned by the Press as to his opinions in regard to the Birdcage Sprite situation, Senator John Kennedy (known to his intimates as "Jack") stated that he was deeply concerned with the Birdcage matter and, if elected, would make a general Birdcage cleaning the 1st order of the day.

When questioned later, Vice-President Richard Nixon stated that he agreed completely with Senator Kennedy's aims of cleaning up a nasty and intolerable Birdcage problem, the major difference in the 2 parties' outlooks being in the manner chosen to achieve identical ends.

At the United Nations, Premier Khrushchev stated that the United States and other western powers were far behind Russia in the Sprite race, and that Russia was already mass producing Birdcages which required no cleaning.

Press Secretary Haggerty issued a statement that the United States would have a Berkeley-sized Birdcage Sprite in orbit by 1964. The Russians immediately launched a Sprite as big as a Baldwin locomotive, containing a potto, three dingo dogs and a baby grand piano. The White House had no comment.

O'Shea, Can You See?

Top Mercedes-Benz driver Paul O'Shea just bought a bar and jazz palace in Hollywood. When the place is redecorated, in a week or so, it will be named "The Big Wheel." O'Shea will sing numbers from his new album, "Sing a Song of Sports Cars," with a Saab in his voice.

Tired Story

The Englebert tire people plan to supply every driver running Engleberts at Riverside with a bottle of chilled wine when he pits or finishes the race. To be really fair they should supply everyone drinking chilled wine with a set of tires. We'd have it made, Mabel, we'd have it made!

KBIG Broadcasts Riverside Race

The 3rd annual 200-mile Grand Prix for sports cars will be broadcast direct from Riverside Raceway, Sunday, Oct. 16, beginning at 1:45 p.m., and lasting approximately 3 hours, by radio KBIG Catalina.

Roy Storey will lead the 5-man announcing team.

Quaker State Oil Refining sponsors the broadcast.

• Vignettes

[CONTINUED FROM PAGE 3]

Campbell would not be around if the machine had landed on its top.

Of course, Campbell's try attracted worldwide attention, but interest was heightened among followers of road racing because of the existing feeling that gas turbine engines for Grand Prix competition are not too many years away.

• • •

Beware of That Professional Deadbeat

ENTRE-NOUS, ETC. — **Bruno Snork** warns that that local professional deadbeat driver, who left a wave of bum checks here and in SF and blew to Santa Paula, is peddling car parts in the Santa Barbara area. Beware! . . . Using his photo in ads for a midget race, **Old Gold Suit** is the only promoter in the world to favor himself over his top talent (such as **Rodger Ward**). Not even **Tex Rickard** did this. . . . A flossy modern autodrome is being planned for Madrid, Spain. . . . **Carl Gardner** of Gardner-Reynolds, who has had his tire-changing facilities at most Coast races, reports best treatment accorded him and his Dunlop crew has been at Phoenix and Tucson races. . . Attention, **Dean Mears:** a $50,000 per annum financial consultant's job is open. See me for details... We just love a remark attributed to a local race club official — "I'd rather be hated than ignored!" . . . What's happened to **Bud Goodwin** and **Roger Barlow**, and where the hell is **Dean Mears?** . . .

As we told you in the last issue, the trend is for the factories to blow off US distributors and take over, since the compacts have made such a dent in the imports. First, Renault bought out **John Green,** and last week Cal Sales and DD (TR3) got the freeze from Standard-Triumph. Green, by the way, is still lugging francs to the bank in Paris. And listen to what **Hugh Randolph** says in the Oakland Trib: "A well-informed source also whispers in our ear that another big importer from Central Europe is about to go the same route. All of which is a tipoff to watch the struggle for supremacy and existence in 1961 between the American compacts and the popular-priced European imports. Somebody is going to get hurt . . . bad." . . . A Snapper-Wrapper tells about an auto exec resigning — but not that it came after admitting interest in an agency handling he firm's ads. He grabbed $20,000 in commissions. Not bad . . . Idiocy note: calling that new Buick a compact — with 215 cu.in. . . . The payola-freeload to fly all those newsmen and others and house 'em for 4 days at a Miama Beach hotel for the '61 preview cost Chrysler nearly $300,000. Thought they were hurting for scratch. . . Ferrari pilot **Russell Cowles** has moved from No. Hollywood to Minneapolis. . . . Two auto book vendors threaten to sue a national car mag for what they claim to be a "pushing around" as far as placement of their ads is concerned. . . . Campaign afoot to reveal the names of "simonpure" car owners who demand legal endive ($) to enter local amateur races. . . . **Hugh Pinney's** tub-thumping for the Times-Mirror race has been excellent.

Since **Jack Brabham** won 5 straight Grands Prix this season, readers have been asking if it's a record. No. The great **Ascari** won 6 straight in 1952. This from that wonderful book, "World Championship", by **Gregor Grant**, busy editor of AUTOSPORT, with preface by the late **Mike Hawthorn**. Grateful for the copy sent us and just sorry time has not permitted us to review the book. **Taruffi** won the opening Swiss GP in '52, then Ascari (Ferrari) took the Belgian, French, British, German, Dutch and Italian GPs. And he won the 1st 3 of '53 — at Buenos Aires, Zandvoort and Spa-Francorchamps; then Hawthorn broke the string at Rheims.

Mercedes-Benz has purchased DKW-Auto Union and will be happy to have its factory-trained mechanics service your

DKW

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Healey 100 S
Ready to Win Real Sharp
A STEAL at $2595.00
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Specialists in Service for
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Now Specializing in LANCIA
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(Corner Washington and Hauser)
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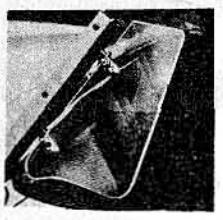
WEbster 4-2665

Temporary Hours
MON. thru THUR.
4:30 P.M.
FRI. - 4:30 to 9 P.M.
SAT. - 9 A.M. - 8 P.M.

WIND WINGS
$16.95 pair



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DRIVE THEM ALL
COMPARE AT ONE TIME
$25 down
36 months to pay

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The Automobile Racing Club of California Presents

THE WORLD CHAMPIONSHIP For
Single-Seater Racing Cars
(Second United States Grand Prix for Formula One)
RIVERSIDE INTERNATIONAL RACEWAY
Riverside, California
SUNDAY, NOVEMBER 20th, 1960

The fastest racing motor-cars in the world — in their first appearance on the West Coast — and their last appearance in the 2½ litre Formula.

Teams from Lotus, Cooper, B.R.M., plus private entries. World Championship drivers — including Brabham, McLaren, Gurney, Trintignant, Brooks, Surtees, Gregory and many others. Upwards of $20,000 in prize money!

Ticket and Reserved Seat Information:
A.R.C.C., Box 2034, New York City, N.Y.
Isabel Haas — 6702½ Beck Avenue, North Hollywood, Calif.
or call HOllywood 4-0284

Out of the HORSES MOUTH

By TED DAVIS of the Grand Prix Restaurant

How-come item: **Jay Gould**, Stanguellini Formula Jr. driver, earned a trophy for 3rd overall in the novice race at the Pomona SCCA, yet at the Del Mar SCCA he won the novice race both days and no trophy. . . . A bridge has been built over the track between turns 3 and 4 at Laguna Seca to permit fans into the infield area. SCRAMP (Spts. Car Racing Assn. of Monterey Peninsula) bought the material, and US Army engineers worked nights to complete the project for the big races up north Oct. 22-23. The joint's on Army property, you know. . . . Tech inspection for the Riverside races was held at **Harry Mann** Chev. and **Frank Milne** did did a bangup job of getting the place in shape. . . . **Virginia Beers**, who was injured in the Examiner's Pomona race in '59, plans a crutch-burning party some time next month. . . . **Roy Storey, Dick Cook** and yours truly will cover the Times race on KBIG radio Sunday. . . . An Indy car owner told me if the story on **Jack Brabham's** terrific trial is true, he will stop work on his 1961 car and go to England to try and buy a Cooper-Climax F1 machine. . . . **Walt James** of CRA Sprint Car Assn. and USAC have joined forces after 15 long years of differences of opinion. This should pave the way for some real good big-car racing here in the Southland. . . . LA SCCA plans races Memorial and Labor Day weekends in '61 at Pomona. Hope they change their minds by then (these have been CSCC Santa Barbara dates through the years). . . . Rumor has it that VW will follow Triumph and Renault and will be handled from NY. . . . **Mushy Finkelstein** of NY broke his glasses stepping off a Greyhound bus in Okla. City and will miss Friday practice at Riverside.

SLALOM CALENDAR

Oct. 23, 8 a.m. 8055 Woodley, NE of Van Nuys Airport, San Fernando FCAA's "Intrepid Tralom I," $3.50, DI. 7-8144.

Oct. 30, 9 a.m., airstrip at Carlsbad, San Diego Ch. of So. Cal. MG Club's "The October Asebring," tralom. $2. BR. 4-0051.

Nov. 6, airstrip at Carlsbad, Santa Margarita Imported AC's "La Petite Le Mans" autocross, $2, SA. 2-0892 after 5 p.m.

NOTE: Slalom dates for the Calendar must be to MOTORACING at least 3 weeks before publication.

PEOPLE NO GOOD

Mankind now has the capacity to make whole populations sick with plague, tularemia, yellow fever and other fatal diseases.

HEY, FATTY!

"Strip off ugly fat!" —Ad Slogan

CALENDAR

OCTOBER

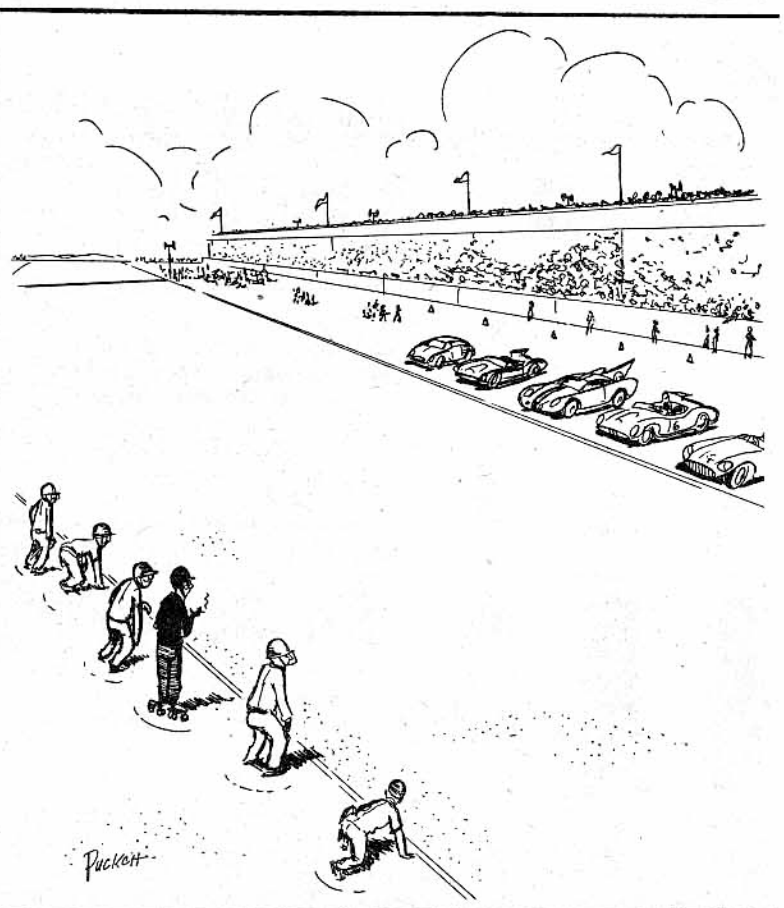
15-23—Nat'l. Auto Show, Detroit, Mich.
15-16—Oklahoma SCCA races.
15-16—Philadelphia SCCA races, Vineland, N.J.
15-16—Indianapolis SCCA races.
15-16—Central Carolinas SCCA races, VIR.
15-16—LA Times-Mirror races, Riverside, Calif.
19-29—London Motor Show, Earls Court.
22-23—SF Examiner races, Laguna Seca, Monterey, Calif.
22-23—New York SCCA races, Lime Rock, Conn.
22-23—E. Michigan SCCA races.
22-23—Middle Georgia SCCA races, Macon, Ga.
22-23—Arizona SCCA races.
29-30—Gulf Coast SCCA races, Dothan.
29-30—Pan American SCCA Nat'l. races, El Paso, Texas.
29-30—Arkansas SCCA races, Little Rock, Ark.
30—SCC of British Columbia races, Westwood, B.C.
30—FIA Grand Prix of Morocco (FI), (drivers' world championship), Casablanca.

NOVEMBER

3-13—Internat'l. Auto Show, Turin, Italy.
5-13—World Car Show, Roosevelt Raceway, Westbury, L.I., N.Y.
5-6—LA SCCA races, LA County Fairgrounds, Pomona, Calif.
5-6—South Jersey SCCA races, Vineland, N.J.
5-6—Oklahoma and NE Oklahoma SCCA races.
6 or 13—Grand Prix of Venezuela (sports and gran turismo cars). World championship of sports cars mfgrs.
9-12—Denver Auto Show, Coliseum, Denver, Colo.
11-12—Washington SCCA races, Marlboro, Md.
12-13—Central Florida SCCA Nat'l races, Daytona Beach, Fla.
12-13—Calif. SCC races, Bakersfield, Calif.

WHAT EXPERTS?

"Cheating in school hasn't increased, experts believe." — Headline in Los Angeles Times.



NOT WOOZIE!

"Mrs. Tooze again elected by WCTU" — Headline in Los Angeles Times.

— Subscribe to MOTORACING —

Formula 1 Films At Auto Press Assn. Meet

Excellent films on the history of Formula 1 racing, and up-to-date footage of current Formula 1 machinery will be shown at a meeting of the Automotive Press Assn., Tuesday, Oct. 18, at the L. A. Press Club.

Special guests will include Mrs. Alec Ulmann, secretary-treasurer of the Automobile Racing Club of Calif., and wife of the race promoter, and Dan Busby, LA attorney who filmed Lance Reventlow's G.P. efforts in Europe.

Meeting is open to APA members and their guests. Press Club is at 600 No. Vermont Ave. Start is at 7:30 p.m.

Thompson Fastest at Bonneville

BONNEVILLE, Utah, Oct. 10 — Mickey Thompson, Los Angeles drag strip owner, blasted his 4-engined streamliner down the salt at 406.6-mph, the fastest man has ever gone on wheels. A broken drive line prevented him from making a second run, necessary to set an official world's record.

All other attempts to set a new land speed record failed, with Dr. Nathan Ostich's jet car developing steering problems, Art Afron's Allison-powered car having engine trouble and Donald Campbell flipping his $4½ million Bluebird. Athol Graham, of Salt Lake City, was killed earlier in the season when his streamliner flipped at an estimated 350mph.

Car Swept off Track Sets World Record

MONZA, Italy, Oct. 1—Italy's Umberto Maglioli was swept off the course in his Fiat-Abarth-Farina by a thunderstorm, but he survived the crash and set a 72-hour world record for a total distance of 13,441.498km.

The car weighing only 1170 pounds, was engulfed by the storm as it sped around the overbanked circuit at 125mph. The car turned to the right in midair and somersaulted twice before crashing. Maglioli pushed the car 2 miles to finish and still set the record for distance covered.

racing and sports car accessories by HAAN

IMPORTED ITALIAN
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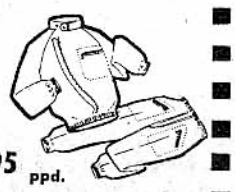
RACING & DRIVING SUITS

COLORS: White, Grey, French Racing Blue, Red or Black.
ONE-PIECE SUIT $15.95 ppd.
These original Italian racing suits are colorful and distinctive. Preferred throughout Europe for comfort and utility. Excellent for races and rallies. Features elastic gathered wrists, waists and ankles. Mandarin collar. Roomy pockets with heavy duty zipper closures. Tailored washable poplin fabric. Available in above colors. Men's sizes only: 36, 38, 40, 42, 44.



TWO-PIECE RACING SUIT (Pants $7.95 Jacket $9.95) $16.95 ppd.

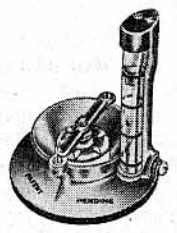
"THE CHAMPIONS' CHOICE"
DERRINGTON
Racing Steering Wheel
$50.00 ppd.

Insisted upon and used by
JACK BRABHAM—STIRLING MOSS
BRUCE MC LAREN—IAN BURGESS
and most leading drivers. Only ⅓ weight of standard wheel with boss to fit column and accommodates present switch assembly. Available for AH, Jaguar, MG-A, TC, TD-TF, TR, AC, Corvette, Porsche, Aston-Martin, Morgan, Sprite, Alfa-Romeo (1300 only). Made in England of Duralumin one-piece frame with contrasting laminations of light African Obechi wood and rich dark Mahogany. Hand French polished, finger serrations on the underside to ensure a firm grip. The smaller (16" dia.) wheel allows ease of handling. (Corvette 17" dia.)
State make, year, model of car.

RAYDYOT
FIA APPROVED BRITISH MADE
Racing Mirrors

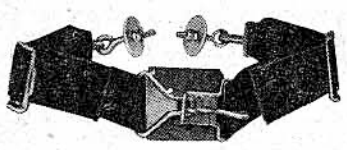
$5.95 ea. ppd.
Used as original equipment by the leading racing car manufacturers including Aston-Martin, Cooper, Lotus, Vanwall, etc. Shatterproof mirror in your choice of flat or convex glass mounted in streamlined spun aluminum cone housing. Wt. 5¾ oz. Adjustable base with positive locking device. Recommended for cowl mounting.

UNI-SYN
Multiple Carburetor Synchronizer



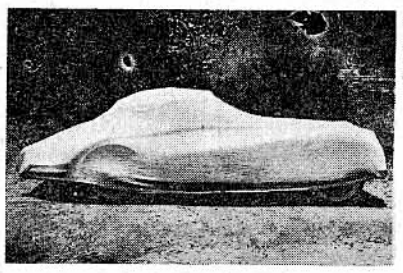
Synchronizes all multiple carburetors to maximum horsepower and economy. Balances side-draft and down-draft carburetors accurately without regard to position. Scientifically engineered. For all carburetors except four throat.
$9.95 ea. ppd.

COMPETITION
Seat Belts



Manufactured to meet SCCA specifications. Identical to U.S. Air Force with exception of snap ends to slip into your eyebolts. Quick release buckle. All brand new nylon webbing and stitching. Available in black only. Belt width: 3".
$16.95 ppd.

NEW! FINEST QUALITY
Custom Car Covers



Protect your car against dew, salt air, dust, etc. Specifically styled for individual make, model and year car. Cover is of sturdy silicone-treated fabric; vat-dyed, color-fast, washable, mildew and water repellent. Double pre-shrunk to retain appearance and proper fit. Elastic at both ends of car cover assures contoured fit.

State model, make and year car.

Alfa, AH, Sprite, Berkeley, Fiat Convertible, Metro, MG/TC-TD-TF-A, TR $22.95
Ghia, Porsche, VW $27.95
Corvette, Corvair, Fiat Sed., Falcon, T-Bird, Hillman, Jaguar XK-120-XK-140-XK-150, Mercedes, Morris, Opel, Renault, Sunbeam, Volvo. $31.95

HEAVY DUTY ALL RUBBER TWO-TONE
Floor Mats
$7.00 per pr. ppd. $3.50 each ppd.

With name of your car molded in rubber. You will wear heel marks completely through the carpeting of your car within three or four months if you do not protect it. High heels on passenger side are particularly destructive. Choice of colors: Red, Black, Blue, Green. STATE MAKE OF CAR. For: Mercedes, MGA, MG, Fiat, Sprite, Triumph, Renault, Corvette, T-Bird, Alfa, Porsche, Austin-Healey, Hillman, Jaguar, Aston, RR, Morris, Morgan.

BELL "500TX" RACING
Crash Helmet

Approved by all racing associations. New energy absorbing non-resilient liner as approved by the Snell Fund Study. Meets all requirements in this study conducted by Geo. G. Snively, M.D. in first comprehensive racing crash helmet test ever made in U.S. Sizes: 6¾" through 7½".
Helmet with visor, $38.50 ppd., less visor $37.00 ppd.

SALA-SPORT
Driving Gloves

Sala-Sport Full Fingered Gloves per pr. ppd. $7.95
Sala-Sport Shorty Gloves per pr. ppd. $7.50

OFTEN IMITATED...NEVER DUPLICATED!
IMPORTED ITALIAN Sala-Sport gloves feature NON-SLIP GRIP. In skin-soft Italian leather, well ventilated, double leather palms. Four distinctive styles (except Shorties) in all sizes, including very small and very large; your choice of all black; tan and natural brown; white leather back and tan palm; knit back and brown palm. SHORTIES in knit back and brown palm only. Sizes: 6½-10 inclusive for ladies and gentlemen.

BELL "500TX"
Bubble Shields

Made of non-inflammable plastic. Are streamlined and shatter resistant. Tested at over 200 mph and gives undistorted vision.

	SNAP ON	FLIP* UP
CLEAR BUBBLE SHIELD	$4.95 ppd.	$7.95 ppd.
CLEAR WITH SUNSHADE	5.50 ppd.	8.50 ppd.
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TINTED WITH SUNSHADE..	5.95 ppd.	8.95 ppd.

*Flip Up model comes in two sizes: SMALL, for sizes up to and including size 7; LARGE for sizes 7⅛ and larger.

FLAME PROOFING $1.50 per pkg. (add 25¢ postage). Flame proof your cotton, silk, linen or wool suit with "Official Flame-Proof Chemical's" No. 55. Spray or dip. Carries State Fire Marshal's approval.

Illustrated 52 Page Catalog
Profusely illustrated catalog containing hundreds of accessory items imported and domestic, representing our complete line. Catalog of automotive accessories for the foreign and sports car owner and enthusiast. 50c ppd. refundable on first order.

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TO ORDER: Send check or money order. Enclose a minimum of ⅓ deposit for C.O.D. Calif. residents add 4% state tax. We extend a 10-day money-back guarantee on all merchandise. When applicable, state size, style, color, and 2nd choice if acceptable.

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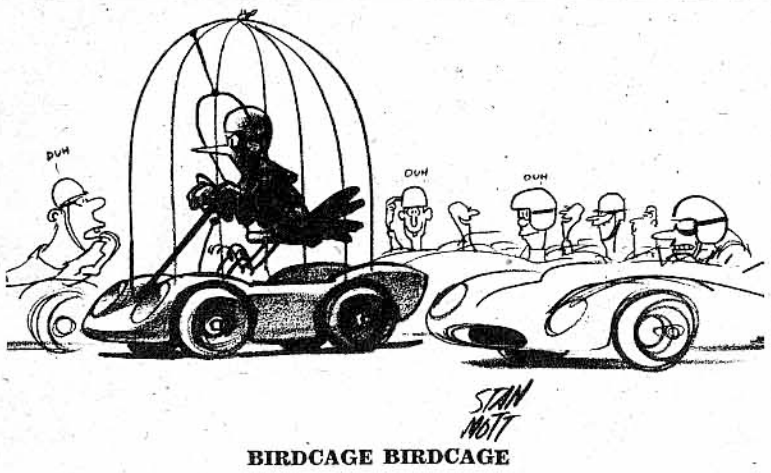


BIRDCAGE BIRDCAGE

Flavio St. Germain PREDICTS- - -

. . . Due to Brabham's 143.7mph laps at Indy, on gasoline and 2.5 liters, 50% of the orders for new "Indy" cars will be cancelled.

. . . The Formula I race at Riverside, Nov. 20, will be won by a driver who is not currently amongst the top 10,

. .. That local pub owner will lose more of his regular trade if he doesn't stop treating his business as a hobby and closing the joint whenever the whim strikes him.

. . . Another effect of Brabham's sensational lap times at Indy will be that 30% of the qualifiers next year will be European-built road race machines.

. . . A local sports car dealer, who has been dipping into the factory-supplied kitty a little too liberally, will be out on the streets within 60 days.

Quotable Quotes

"Dear Skip: This is in answer to the phone call you made to the Club office last week.

"According to existing California Sports Car Club rules and regulations, AC Bristols running with optional 9½ to 1 pistons are illegal. However, it is not the policy of the Rules Enforcement Committee to pick on any one make or model of car, or driver. But, rather, to direct their activities to automobiles that appear to be performing above index. Therefore, the answer to your question is NO, that is, all AC Bristols are not going to be protested. However, to repeat, should any automobile perform above index, it will be subject to protest by the Rules Enforcement Committee." — Letter from Ed Barker, CSCC Contest Board chairman, to Alvin "Skip" Hornney, Casa Grande, Ariz., driver.

". . . Some call them foolhardy (referring to the crash of Donald Campbell's Bluebird at Bonneville); we call them brave. A few moralists question their right to risk their lives; we feel that so long as they are taking calculated risks without obvious danger to spectators or others in their path, it is their privilege and their honor. . . " — Editorial in SPORTS ILLUSTRATED.

LETTER

"WELCOME ADDITION"

MOTORACING is a most welcome addition to my mailbox. In an attempt to get into the well-known act, I am enclosing these self-explanatory items.

ROGER T. FROST
Washington 8, D.C.

Editor's Note — Under title of Useless Information, subscriber Frost sent a stack of classics. Samples: Black flies prefer resting on blue denim or serge clothing rather than on nylon garments, Cornell University entomologists have found. . . The only impression ever found of a dinosaur's rear end and tail can be viewed imprinted in slate near South Hadley, Mass. . . Biologist Jacques Loeb was the 1st person to artificially fertilize sea urchin eggs.

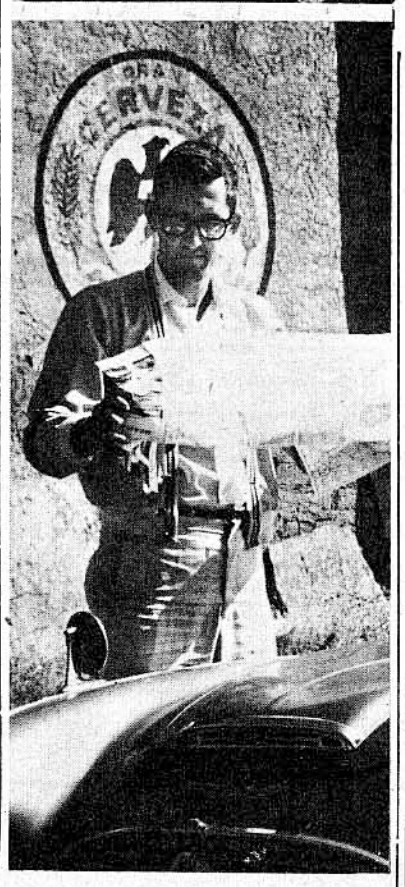
VW IN DICTIONARY

Volkswagen has become the 1st automobile to be listed in Webster's dictionary. The newly-published New Collegiate Dictionary describes VW as coming from the terms Volk (meaning people) and wagen (vehicle).

NO COUCHES FOR THEM!

Seventeen thousand Sao Paulo taxi drivers have gone on strike in that Brazilian city because they were ordered to take psychiatric exams after riders complained of their driving habits. — AP story in L.A. Times.

— Subscribe to MOTORACING —



TOP PHOTO shows Reno Lawrence, course marshal, measuring the course south of the border for ISCARA's big Pan American rally to be held over 400-450 miles of roads in So. Calif. and Mexico on Saturday, Nov. 5. At left is Dave Kerns, rallymaster, plotting the course in Baja Calif. An SCCSCC-sanctioned open event, the navigational rally will be highlighted by festive ceremonies in the different communities visited. Rally will take 12 hours to cover, including meal and rest stops. Mexican portion of the route lies well within the 75-mile limit of American insurance coverage. Reservations close Oct. 25. For information, call Isabel Haas, TR 7-7991, or Jim Alexander, HO 4-6161.

Hillman Victories in International Rally

LOURENCO MARQUES, South Africa — A Hillman Minx driven by racing driver Eugene Bosman and Dr. Nico van Vuuren was 2nd overall out of 83 competitors, and was 1st in the 1300-1600cc class in the International Total rally.

A Minx driven by G. C. Stevens and E. R. Berk of Salisbury, Southern Rhodesia, was 1st in the regularity class, and the club team award also went to Hillmans.

The rally was run over a rugged route of more than 600 miles between Pretoria and Lourenco Marques and strictly timed on European principles.

Heavy Suits Filed Against Indy Track

Damage suits totalling about $3½ million have been filed against the Indianapolis Motor Speedway, the aftermath of the collapse of a home-made scaffold at the 500-mile race Memorial Day.

ARE YOU ONE?

"And he was a perfect gentleman from the word stop."—Sidney Skolsky in the Hollywood Citizen-News.

1960 London Motor Show World's Largest

LONDON, Oct. 12, — The world's largest automobile exhibition — beginning on Oct. 19 and running through Oct. 29 — the 1960 London Motor Show at Earls Court, will feature the latest cars from 10 different nations and a total of 60 manufacturer's stands. Countries exhibiting will include the U. S., Canada, France, Germany, Italy, the Netherlands, Sweden, Czechoslovakia, Russia and, of course, the largest display made up of British automobiles.

In addition, over 420 other stands will present a vast assortment of custom carriage work, motorized caravans, accessories and components, tires and transport service equipment, as well as trade associations, press, information and other services.

Last year, 560,313 visitors from the U. K. and a record 19,707 overseas visitors attended the show.

NO BLOW OUTS

Tire failure has shown a steady decline since 1955 when tubeless tires were adopted as standard equipment on most new cars. — Automotive Safety.

Cats perspire through their paws.

YOU'RE NOT SAFE ANYWHERE ANYMORE

A judge in Miami, Fla., fined a man and a woman $50 each after their pushcarts collided at an intersection inside a supermarket.

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CHAMPIONSHIP RALLY STANDINGS

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	(1) S	(2) S	(3) N	(4) S	(5) N	(6) S	(7) S	(8) N	(9) S	(10) N	(11) S	(12) N	(13) S	(14) N	BEST SIX	NO. DECL
DRIVERS																	
1	Bill Chester	*	22	(0)	*	*	24	21	20	19	*	21	*	*	*	127	7
2	Jack Sparks	23	*	12	25	*	*	25	*	*	*	25	17	*	*	127	6
3	Duane Sparks	*	23	(0)	18	*	*	*	16	*	*	16	25	25	(16)	123	8
4	Robert Cook	14	17	*	*	24	*	*	25	*	17	*	(0)	*	23	120	7
5	Jerry Aarons	*	25	(0)	23	*	15	*	*	18	*	15	*	17	*	113	7
6	Harold Schell	2	*	23	*	16	*	*	24	*	(0)	*	21	*	18	104	7
7	Dick Coulter	(0)	13	17	10	*	*	*	19	(0)	15	*	22	*	*	96	8
8	Joe Booth	*	*	25	(0)	23	0	*	23	*	*	*	0	*	21	92	7
9	Ron Jones	0	*	16	15	*	*	16	*	22	*	*	*	20	*	89	6
10	Adrienne Ryan	*	*	*	*	15	*	*	22	16	18	*	*	*	13	84	5
11	Hugh James	*	*	0	*	10	*	*	12	*	21	*	24	*	14	81	6
12	Don Royer	22	6	*	0	*	23	18	*	*	*	*	*	*	*	69	5
13	Cal Hudspeth	13	16	18	(0)	*	8	(0)	*	*	*	12	12	*	*	69	8
14	Bob Piercy	(0)	11	8	*	*	0	*	13	*	15	19	*	*	*	66	7
15	Dean Shippen	*	*	20	*	25	*	*	*	*	13	*	*	*	*	58	3
16	Phyllis Banks	*	*	24	*	19	*	2	*	*	11	*	0	*	?	56	6
17	Virginia Thomas	*	*	3	4	21	*	0	*	*	*	*	0	*	20	48	6
18	Les Weisbrich	7	19	0	14	*	(0)	(0)	*	*	*	6	1	*	*	47	8
19	Bernice Branson	8	(0)	*	20	14	2	0	*	0	*	*	*	*	*	44	7
20	Chuck Meredith	*	15	*	22	*	6	0	*	*	*	*	*	*	*	43	4
21	Dick Butler	*	*	0	0	*	13	*	*	17	*	13	0	*	*	43	6
22	Bill Rector	25	*	*	*	*	17	*	*	*	*	*	*	*	*	42	2
23	Dick Kermode	24	0	*	0	*	0	0	*	*	*	*	*	*	*	24	5
24	Fred Behringer	16	5	*	0	*	*	*	*	*	*	*	*	*	*	21	3
25	Bob Blair	*	*	10	*	9	*	*	*	*	*	*	*	*	*	19	2
NAVIGATORS																	
1	Ted Sparks	23	*	*	24	24	*	25	25	*	*	25	*	*	(23)	147	7
2	Elizabeth Chester	*	22	0	*	*	24	21	20	19	*	21	*	*	*	127	7
3	Dick Anderson	*	25	0	23	*	15	*	*	18	*	15	*	17	*	113	7
4	John Ryan	(10)	17	*	*	15	*	*	22	*	18	*	*	22	13	107	7
5	Jerrie Sparks	*	23	0	18	*	*	*	*	*	*	*	25	25	16	107	6
6	Barbara Schell	2	*	23	*	16	*	*	24	*	0	*	21	*	18	104	7
7	Ron Going	(0)	*	17	10	*	11	*	19	(0)	*	*	22	*	24	103	8
8	Sandy Booth	*	*	25	(0)	23	0	*	23	*	*	*	0	*	21	92	7
9	George Taylor	0	*	16	15	*	*	16	*	22	*	*	*	20	*	89	6
10	Jim Coyle	16	5	*	(0)	10	*	*	12	*	21	*	24	(0)	*	88	8
11	Bob Cole	13	16	18	(0)	*	8	(0)	*	*	*	*	12	7	*	74	8
12	Howard Frank	22	6	*	0	*	23	18	*	*	*	*	*	0	*	69	6
13	Isabel Blandford	*	*	20	*	25	*	*	*	*	13	*	*	*	*	58	3
14	Homer Banks	*	*	24	*	19	*	2	*	*	11	*	0	*	?	56	6
15	David Davis	14	*	*	*	*	*	*	*	25	17	*	*	*	*	56	3
16	Gene Kiggins	18	*	*	12	8	*	*	*	*	16	*	0	*	?	54	6
17	Bill Thomas	*	*	3	4	21	*	0	*	*	*	*	0	*	20	48	6
18	Mike Goodwin	0	0	12	12	*	7	*	16	*	*	*	*	*	*	47	6
19	Doug Sawin	7	19	0	14	*	(0)	(0)	*	*	*	6	1	*	*	47	8
20	Scott Branson	8	(0)	*	20	14	2	0	*	0	*	*	*	*	*	44	7
21	Patt Meredith	*	15	*	22	*	6	0	*	*	*	*	*	*	*	43	4
22	George Blondin	25	*	*	*	*	17	*	*	*	*	*	*	*	*	42	2
23	Frank Herman	*	(0)	0	6	*	12	0	*	12	*	4	*	*	*	34	7
24	Al Nesbitt	0	11	8	*	*	0	*	13	*	*	*	*	*	*	32	5
25	Lorraine Butler	*	0	0	0	*	13	*	*	17	*	*	0	*	*	30	6

(1) MARK II; (2) WHEELE BOUNCE; (3) BOONDOCKS; (4) D'ORO; (5) ALPINE; (6) GRT. WESTERN; (7) ORBIT; (8) BIG BEN; (9) SIERRA; (10) TEMPUS FUGIT; (11) 24 HOUR; (12) SEPT. MORN; (13) STARS; (14) STUTTGART SAFARI. S--SCCSCC EVENT. N--NCSCC EVENT

* DID NOT DECLARE FOR STATE POINTS ( ) NOT INCLUDED IN BEST SIX

CAL CLUB PRESS INFORMATION SERVICE AT RIVERSIDE

Cal Club's efficient press information service will function at this weekend's Times - Mirror $20,000 sports car race at Riverside. Press information headquarters will be on the 2nd floor of the officials' pagoda at start-finish line.

Headed by the Cal Club's Jim Crow, a 6-man crew will prepare race bulletins Friday, Saturday and Sunday to afford complete coverage of the weekend activities. These race bulletins will include all pertinent information about the events, including lap times, average speeds, mid-race standings, distance between cars, spin outs, etc. — everything necessary for press coverage.

During the 200-mile main event on Sunday, it is anticpated that race bulletins will be released every 10 or 15 laps for the convenience of press personnel working against Sunday afternoon deadlines.

"Press Info Packets" will also be made up on request so these can be picked up after the races. These packets will include all information released during the weekend — race bulletins, qualifying times and official results. Personnel desiring the press info packet should contact Jim Crow at the pagoda before the race.

Henkel's Lincoln Concours Winner

Anthony Henkel's 1928 Lincoln Dual - Cowl - Phaeton was judged best-of-show at the LA SCCA 4th annual Huntington-Sheraton concours d'elegance. It took place at the hotel grounds in Pasadena Oct. 2 as a benefit for the LA Florence Crittenton Home. The Lincoln had previously won Class 3-B (Classic American cars manufactured between 1925-45).

Other winners: Sports cars manufactured in 1945 or later — A. L. Caudebec, Morris convertible; Up to $2400 — Don Novack, MG TC 1949; $2400 - $3300 — Hal Daunis, Doretti 1954; $4500 and over — Walter Coleman, Jaguar roadster.

Touring cars, prod. saloons, coupes and drop head coupes manufactured in 1945 or later: $3501 - $4800, A. Testa, Porsche 1959; $4801 and over —Don Ricardo, Mercedes-Benz 300-SL coupe 1955.

Classic cars manufactured 1925-1945, (foreign cars): Tom Wolfe, 1935 Aston Martin; Anthony Henkels, 1928 Lincoln.

Antique cars, foreign and domestic cars manufactured prior to 1925; Howard Campbell, Marmon 1912 speedster.

Competition cars in current active 1960 competition in sanctioned road races — Betty Shutes, Porsche RS Spyder.

No. Calif. Concours Winners Listed

SAN RAFAEL, Calif., Sept. 24— Following are winners of the Dominican concours d'elegance sponsored here by the Catholic Social Service of Marin and sanctioned by SF SCCA:

1951 MG-TD, John K. Davis; 1955 Porsche 356, R. Seike; 1957 Volvo Sport, Louis Estrada; 1954 Siata 208S, Sam Patterson; 1949 MG-Y, Douglas Salmi; 1948 Jaguar MK 4, Wm. Tsuchida; 1957 Karmann Ghia, Martin Edam; 1957 Mercedes 300SL, Cal Tilden; 1959 Volvo Sedan, Fred Scheberies; 1960 3.8 Jaguar, Saul Miller; 1960 Stanguellini Jr., C. O'Brien; 1956 Chevy-Corvette, A. Braun; 1896 Peugeot, Al Helwig; 1913 Pierce Arrow, Ed Anderson; 1915 Ford T, Lewis Rector; 1930 Packard, Scott Newhall; 1930 Lincoln K, Scott Newhall; 1929 Ford Cpe, A. Al Smith; 1932 Ford Coupe. Swede Soderstrom; 1932 Ford Dragster.

Andrey Races Maser to Win At Thompson

By BARBARA WEAVER
Special to MOTORACING

THOMPSON, Conn., Oct. 9 — Gaston Andrey of Framingham, Mass., drove Mike Garber's Birdcage Maserati to an easy victory in the season's final event at Thompson Raceway today. With an average speed of 68.29mph, he far outdstanced his nearest rival, John Meyer of Locust Valley, N.Y., whose Pontiac-engined Meyer Special was nearly 2mph slower over the 10-lap distance. Close behind Meyer was Denise McCluggage of New York City, who finished 3rd after a race-long battle with handling difficulties in her new 2-liter OSCA.

Class winners were Andrey (C modified), McCluggage (E modified), Bill Wonder of Glen Cove, N.Y. (F modified-Porsche RS), and Barry Brown of New York City (G modified-Lotus Mark XI). John Meyer ran for kicks, as his car was the only B modified entry.

The 5th of the day's 6 races, for the restricted category including Formula Junior and Formula 3, saw George Weaver, Thompson, Conn., lead the pack with his 4CLT Maserati for the first 5 laps only to retire at the halfway mark with a suspected broken crankshaft. Phil Cade, Winchester, Mass., then took over the lead in the ex-Bonnier 250F Maserati and kept it to the end. Charlie Rainville, Coventry, R.I., led the Formula Junior contingent for a class win and 2nd overall with a Stanguellini. Bob Rubin of New Haven, Conn., made an early bid for the Formula Junior lead in his Lotus, but took to the escape road and retired. Favored Harry Carter, Litchfield, Conn., drove a Stanguellini, which wasn't fast enough to catch Rainville, though he did achieve a 2nd in class. The Formula III group leader was Bob Fuller of Manchester, Conn., with a Cooper.

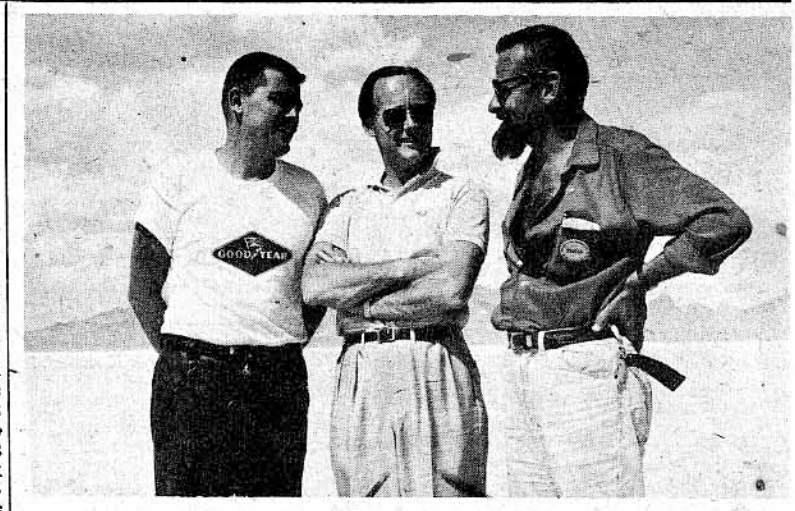
The race for classes F and G production and small sedans was a walkaway for the Alfa of Jack Crusoe, Lexington, Mass. Richard Dexter, Cohasset, Mass., took class H honors in a Fiat Abarth, and George Oulton's SAAB won the sedan class.

John Cannon, Montreal, Elva Courier, won by nearly half a lap in the F production race. The big battle in ths race was between the Elvas of Mark Donahue, Summit, N.J., and Herbert Klay, New York City, who finished in that order.

Charlie Rainville warmed up for his Formula Junior ride by winning class E Producton with his Alfa Veloce. In the big production car race, the Corvettes of Dick Jalbert, North Providence, R.I., and John Caley, Somerville, Mass., dueled for the first 4 laps. Caley tried to pass Jalbert on the inside going into turn 10. Jalbert spun in front of Caley, who swerved to avoid him but the 2 cars touched and both took to the dirt. Caley was able to continue but Jalbert's clutch linkage had come adrift and he was finished. Caley had no further opposition, and went on to win. His victory is subject to the outcome of a protest lodged by Jalbert who claimed Caley hit him and caused the spin. The protest has not been resolved as yet.

Class C production was an easy win for the Porsche Carrera of Joseph Buzzetta, Centerport, N.Y., and Robert Hathaway, Tiverton, R.I., drove his AC Bristol to a D production win.

Beautiful weather, 125 entries and another injury-free weekend made for a pleasant combination for the New England Region's final event of the year at Thompson Raceway.



THOMPSON, CAMPBELL & BORGESON

"GRIFF BORGESON PRESENTS BONNEVILLE 1960"

Old friend of MOTORACING, internationally - known automotive authority Griff Borgeson, as usual spent the entire racing season on the Bonnneville Salt. This year, in addition to notebook and camera, he took along fine stereo recording equipment and captured on tape some of the mightiest sounds in motor racing history. He has just returned from New York and the editing of a Riverside Record titled "Griff Borgeson Presents Bonneville 1960."

The 12-LP will be available in mid-December as a monaural or stereo recording. Among its dozens of wildly hackle-raising bands are the staggering sounds of flat - out racing stock cars, hot rods, motorcycles, streamliners. Sporty cars are there too: Porsche twin-cam MGA, Morgan, TR3, Alfa, Triumph, D Jag, 4.5 Ferrari, 4.9 Ferrari, 300SL and such surprises as the 205--mph Farrington Thundrebird. The crown-blows of course, are delivered to ears and nervous system by the land speed record machines of Dr. Nathan Ostich (turbojet) and Mickey Thompson (4 nitro--burning, Roots-blown Pontiacs). You can be among the 1st to get the 1st of all Bonneville recordings by hustling a check for $5.98 to Riverside Records, Dept. MR, 235 West 46 St., N. Y. 36, N. Y. or by receiving a copy at your favorite record store or automotive bookseller.

CAL CLUB PARTY

A charity benefit Christmas party is being planned by the Cal Club. The first big Cal Club party in almost a year, this big dress-up affair will take place Dec. 3, well ahead of the busy Christmas party season.

Subscribe To MotoRacing

Bonnier Captures F2 Race in Porsche

MODENA, Italy, Oct. 2 — Driving a Porsche, Joakim Bonnier of Sweden won the GP of Modena for F2 cars in 1 hr. 40 min. 45 seconds, averaging 87.5mph for the 146.65 mi. race. Richie Ginther, Ferrari, was 2nd, and Wolfgang von Trips, Ferrari, 3rd.

Bonnier and von Trips shared fastest lap honors, each averaging 89.47mph. Stirling Moss, Lotus, retired on the 21st lap with spark plug trouble. He was 3rd to Ginther and von Trips when forced to quit.

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RALLY RESULTS AND CALENDAR

SANTA MONICA SCC FORLVER AMBLE OCT. 2 DOUG & PENNY WORTHY R. M.S 52 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
GUESTS					
1.	Elizabeth Kacy	Bill Keife	ISCARA	Corvette	2.09
2.	Dick Butler	Lorraine Butler	C.A.R.	Porsche	2.87
3.	Dorothy Cook	Bob Cook	GGFCCA	Simca	3.57
MEMBERS					
1.	Lloyd Dunham	Pat Dunham	SMSCC	MG A	4.61
2.	Tony Hobgood	John Stearns	SMSCC	Sprite	4.84
3.	Gwen Thigpen	Ruth Piercy	SMSCC	A-H	6.62
NOVICE					
1.	Harry Gillis	Colin Howe	None	MG A	7.70

C. A. R. FIRST FRIDAY NIGHTER V OCT. 7 LES WEISBRICH RALLYMASTER 71 CARS

EXPERT					
1.	Meurisse DuRee	Sharon Coulter	GFCCA	Alfa	.68
2.	Bob Tarlton	Ernie Healy	ISCARA	A-H	1.17
3.	Audrey Martin	Gene Martin	GFCCA	Volvo	1.20
NOVICE					
1.	Jerry Tubbs	Janet Tubbs	None	Corvette	13.12
2.	Conrad Grensell	Wally Johnson	None	A-H	13.57
3.	Richard Hurley	James Currans	None	VW Ghia	13.97
SEAT OF PANTS					
1.	Hal Wood	Chris Wood	SWSCC	VW	7.58
2.	Doug Klick	Don Milin	SMSCC	MG A	12.22
3.	Martin Stegell	Kenneth Steggell	None	Corvette	14.92

PORSCHE CLUB OF AMERICA STUTTGART SAFARI OCT. 2 FRED BEHRINGER RALLYMASTER

1.	John Kimlinger		George Patraw		Twin Valley	MG A	150
2.	Dick Coulter		Ron Going	N24	C.A.R.	TR 3	2227
3.	Robert Cook	D23	Ted Sparks	N23	Tri-Angles	Jaguar	2281
4.	Charles Hollaman		Don Powell		HTC	300SL	2297
5.	Joe Booth	D21	Sandy Booth	N21	Formula 4	Porsche	2314
6.	Virginia Thomas	D20	Bill Thomas	N20	Clock & Dial	Porsche	2319
7.	Roger Sands		Homer Richardson		Twin Valley	Porsche	2379
8.	Harold Schell	D18	Barbara Schell	N18	Twin Valley	Alfa	2385
9.	Gail Huckaby		Darrel Huckaby		Clock & Dial	Alfa	2410
10.	Duane Sparks	D16	Jerrie Sparks	N16	C.A.R.	Facel Vega	2447
11.	Bill Johnson		Barbara Kerr		Tri-Angles	MG A	2513
12.	Hugh James	D14	Jim Coyle		Tri-Angles	TR 3	2517
13.	Adrienne Ryan	D13	John Ryan	D13	Tri-Angles	Porsche	2571

RALLIES

OCTOBER

21-22- - MARIN GT SPORTS CAR CLUB MONTE CARLO RALLYE TO LAGUNA SECA plus short nav. event from Monterey to the track, $1. 116 Laurel Gr. Kentfield, Calif.

21-23- - SCCA SAN JACINTO RALLYE Nat'l. Champ. nav. event. Texas Region

22 - - - RADIOPLANE SPORTS CAR CLUB ALPINE ROLLER COASTER V an SCCSCC Champ. nav. event with seat of pants class, 9 hrs. 10 A.M. 8000 Woodley, Van Nuys, $5. Rusk DI 4-5580

22-23- - SPOKANE SCC PONDEROSA SWEEPSTAKES an ICNSCC Champ. nav. event cash prizes Jack Deno W. 1917 Montgomery, Spokane, Wash.

27-30- - SCCA APPALACHIAN NATIONAL RALLY Nat'l. Champ. event, Philadelphia Region.

30 - - - PACIFIC SCC MERMAID I An SCCSCC Open nav. event presented by women of PSCC 7:30 A.M. Flagg's 15145 Pac. Coast Hwy. 6hrs. $4 Rae Pingel & Muriel Scholl Rallymistresses FR 2-4292 or FR 4-8032

NOVEMBER

4 - - - C. A. R. FIRST FRIDAY NIGHTER VI 2½ hr. simple nav. event 3 classes, $2 Jim Kingham R.M. 8 P.M. Hody's, Ventura & Sepulveda

4-6 - - SCCA Nat'l Champ. event, L. A. Region Cancelled.

5 - - - ISCARA PAN AMERICAN RALLY An SCCSCC Open nav. event to Mexico and back. Michael's 6309 E. Washington 7 A.M. 400 miles, 12 hrs finish near Pomona $5. Dave Kerns R.M. Info Isabel Haas TR 7-7991

13 - - - MORGAN PLUS FOUR CLUB OF NO. CALIF. BUCCANEER'S RALLY III A NCSCC Champ. nav. event with novice class. 7 A.M. Burge's Drive In Hwy 101 Marin County $4 Homer Richardson & Roger Sands R.M.s Box 993 Ross. Calif.

L.A. Auto Show Set For Pan-Pacific

The 1961 Int'l Motor Sports Show will return to the Pan-Pacific Auditorium, Los Angeles, Dec. 16-24. Exhibits will include sports cars, hot rods, custom cars, cycles, karts, sprints, Indy cars and Bonneville streamliners.

DRIVER KILLED

MODENA, Italy, Oct. 9 —Raphael Faranda, Italian pilot, was killed today when his car flipped during an elimination run of Modena's Cup race for Formula junior cars.

Faranda, in a Fiat de Santis, overturned when he tried to pass on a dangerous curve.

SLALOM COLUMN

By DENNIS McCOSH

There have been 3 championship slaloms so far this year which were bungled all over the place as far as organization was concerned. The 1st was due to inexperience and the other 2 due to a "to-hell-with-it" attitude of the person in charge. A club cannot put on a successful, smooth running event if the event-master does not know what he is up against or if he does not care to bother with the many little details which are a necessary part of an event of this caliber. There is no excuse for a poor tech inspection, incomplete results, late results, and high entry fees.

SCCSCC CHAMPIONSHIP POINT STANDINGS
(Over 75 pts. only)

Women's Sports		**Men's Sports**	
Adams	280.0	Doherty	413.4
Reed	175.2	McMillan	400.0
Dolfen	137.5	Dow	383.6
Doherty	110.9	Stone	289.6
Waters	100.0	Didier	281.4
Kleven	99.4	Riddle	264.5
Purrier	87.4	Atkinson	260.0
Houston	84.9	McCormack	245.5
Women's Sedans		Reed	197.2
Purrier	100.0	Stoik	182.3
Hatfield	100.0	Willbanks	181.7
Specials		McCosh	181.0
Cobb	161.5	Adams	144.0
Larson	100.0	Balsitis	132.9
Cremins	100.0	Edge	117.1
Wolleson	76.0	Clower	100.2
Men's Sedans		Hulan	100.1
Morville	276.4	Gneiding	100.0
Anderson	229.9	Brown	100.0
Dickerson	194.8	Conklin	99.0
Ford	194.0	Alexander	92.8
Hall	159.2	Huston	90.3
Kelso	152.0	Marden	86.6
Suling	79.6	Kadel	86.4
		Heltsley	81.0
		Miller	80.1
		Tenney	80.0

The October championship slalom has been cancelled, so the next (and last of the year) will be Northrop's "Del Camino" scheduled for Nov 26. SCMG put on a slalom Oct. 2, and will be covered here in the next issue.

BOTTLE BABIES ONLY?

In Chicago there is a drive-in with a special parking section for sports cars called the nursery.

Rally Sparks

BY DUANE SPARKS

The development program for new rallyists started last June by the California Assn. of Rallyists (C.A.R. Club) in its monthly series of simple navigational events on the 1st Friday night of each month is producing the desired results and then some. With three classes of competition being offered, trophies for 1st through 3rd in each class—expert, novice and seat-of-pants, all entrants have an excellent opportunity to practice hardwaremanship.

The club's principal aim in offering this monthly series, other than the fun of preparing an event for enthusiasts to enjoy, is to develop new addicts to this crazy game we play. A special efforts is made each month to attract new people, to give them an event they can enjoy, to teach them the fundamentals of observant precision driving and the intricacies of navigation techniques.

From a modest beginning (the FIRST FRIDAY NIGHTER I in June attracted only 17 entrants) interest has constantly widened — 41 in July, 47 in August, 42 in September and now 71 for the October event last week . . . we have had the pleasure of seeing at least half a dozen "graduates" participating creditably in some of the bigger and championshp events throughout the summer. Of the record 71 entries last week, 45 were first-timers, many of them on their 1st rally of any kind. These are the ones we are after, for the more new people we can attract, the more interest, enthusiasm and competition will rapidly be developed for all rallies. We think this is the best thing that could happen to the sport. This is why several club members are always available at the start and finish of each event ready and willing to help the new comers with their problems in understanding the rules and terminology peculiar to compete successfully. We want to urge all neophytes to take full advantage of this help.

Oct. 2nd found a few So. Calif. cars traveling once again to the Bay area for another of those wonderful No. Calif. weekends complete with a championship rally which makes the 800-mile round trip well worth the effort. FRED BEHRINGER and the PORSCHE CLUB OF AMERICA offered the STUTTGART SAFARI III for our enjoyment and confusion, well succeeding in both categories. Only one car made all the checkpoints — it seems a time turn based upon a somewhat elusive sign backfired upon those who tried to second-guess the rallymaster by turning on what looked like the obvious road only to find they had missed the 4th C.P. With 2000 seconds, 33 minutes and 20 seconds penalty for missing a checkpoint, many of the remaining contestants were closely bunched for runner-up honors behind JOHN KIMLINGER and GEORGE PATRAW, eagle-eyed winners with 2:30 error. As it turned out they would have won the event anyway, even had they added 2000 seconds to their score, so it was a clean triumph for them.

Upcoming yet this season are 4 championship events — ALPINE ROLLER COASTER on Oct. 22 and SUNDOWN on Dec. 11 here in the Southland; BUCCANEER on Nov. 13 and NOEL on Dec. 4 up north, the latter now definitely set also for the 1st annual Pacific Coast championship event which will see the top 5 cars from California competing against the best 5 from the Oregon - Washington - Idaho - British Columbia area for supremacy of the combined regions. Those competing for California state points are busy these days scheming about their chances — which events shall they use to declare for points from their few remaining choices? With the privilege of declaring 8 events to be counted for points, it becomes quite a guessing game toward the end of the season as to which events to select as each team tries to pick the rally where it thinks it will do best or where the tough competition may not enter or may not do quite so well as usual.

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Exceptionally clean — new paint and body work. Series 2 Bucket seats: Corvette 4-speed all-synchro gear box. Engine new — 1 race since complete rebuilt, bal- and magnaflex. Stage III Climax Engine with Webbers. $3600 with tilt bed trailer and spares. Randy Cowherd, 835 West Julian St., San Jose, Calif. Phone CYpress 5-5770.

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World Championship Driving Standings

Formula 1 world championship driving standards after 8 Grands Prix are as follows:

1. Jack Brabham, Cooper	40
2. Bruce McLaren, Cooper	33
3. Phil Hill, Ferrari	15
4. Innes Ireland, Lotus	12
5. Stirling Moss, Lotus	11
6. Wolfgang von Trips, Ferrari	10
6. Olivier Gendebien, Cooper	10
7. Richie Ginther, Ferrari	8
7. Jim Clark, Lotus	8
8. Tony Brooks, Cooper	7
9. John Surtees, Lotus	6
10. Graham Hill, BRM	4
9. Cliff Allison, Cooper	6
10. Willy Mairesse, Ferrari	4
10. Maurice Trintignant, Cooper	4
11. Carlos Menditeguy	3
11. G. Cabianca, Cooper-Ferrari	3
11. Henry Taylor, Cooper	3
12. Joakim Bonnier, BRM	2
13. Lucien Bianchi, Cooper	1
13. Ron Flockhart, Lotus	1

Points are given for 1st 6 places on 8-6-4-3-2-1 basis (no point for fastest lap this year). Grand Prix winners: Argentina, McLaren; Monaco, Moss; Holland, Brabham; Belgium, Brabham; France, Brabham; England, Brabham; Portugal, Brab-

Europe Car Rental Firm Lowers Rates

NEW YORK — Reduced rates for overseas car rentals, one of a number of financial inducements offered Americans traveling abroad during the "off-season", have been put into effect by Auto-Europe, Inc. Reductions, which range from 10 to 12½ per cent, will remain effective until March 31, 1961.

FORD SCHOLARSHIPS OPEN

The Ford Motor Co. Fund has announced that applications are being accepted for approximately 70 college scholarships to be granted in 1961 to children of Ford employes. December 1, 1960 is the last day for submitting applications.

'Wheels of Freedom' Stamp Design Set

The design of the 4-cent "Wheels of Freedom" commemorative postage stamp, to be first placed on sale Oct. 15, at Detroit, Mich., in conjunction with the opening of the National Automobile Show there, has been released by Postmaster General Arthur E. Summerfield. It features 3 illustrations between the spokes of a symbolic steering wheel, a passenger car (upper right), truck (lower portion) and tractor (upper left).

Boyd Hull Renault Dealer in Ventura

VENTURA, Calif. — Boyd Hull, Inc., of Ventura, Calif., has been awarded a Renault-Peugeot franchise by the John Green Corp.

Boyd Hull, the new dealer, was formerly a Renault dealer in Los Angeles operating with his father under the name of Lonnie Hull. The address is 1230 East Thompson Blvd.

HOW IT HAPPENED

The crack in the Liberty Bell occurred while the bell was tolling for the funeral of Chief Justice John Marshall in 1835.

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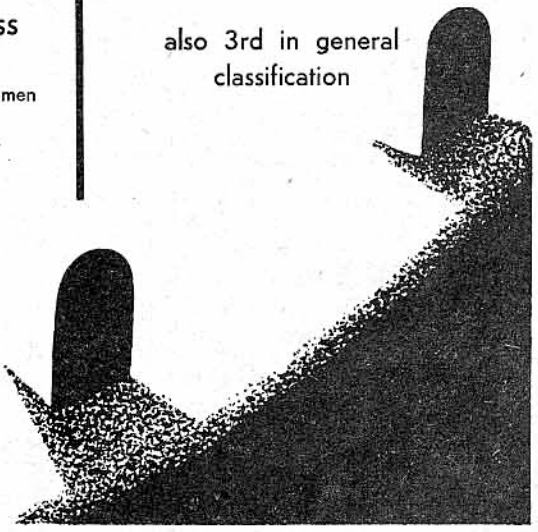

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